

HOUSING DESIGN STATEMENT

Residential Development at Courtstown, Little Island, Cork



CLIENT: Ruden Homes Ltd.
DATE: June 24
PROJECT NO: 10277
ISSUE NO: B
LRD APPLICATION



Engenuiti
Unit 3,
Westpoint Business Park,
Ballincollig,
Co.Cork

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Note- This is an A3 Landscape
Format Booklet

All booklet drawings are approximate
scale only.
For accurate scaling refer to pre-
planning hardcopy drawings.

INTRODUCTION

This document was produced by Engenuiti Architectural Consultants in support of a planning application by Ruden Homes Ltd. for lands owned at Courtstown, Little Island, Co.Cork.

Ruden Homes Ltd. are a local developer with an impeccable track record in delivering high quality sustainable housing in the Munster region over the past 30 years. It is hoped that, subject to the grant of planning permission, construction of this development would commence in 2024 and would make a significant contribution to affordable housing availability and the social infrastructure of the Little Island area.

The lands owned by Ruden Homes Ltd. are currently zoned LI-X-01 for residential housing. This proposal sets out a comprehensive scheme for a residential development within the LI-X-01 zoned lands.

This architectural design statement should be read in conjunction with the accompanying Brady Shipman Martin Landscaping design & reports and the McCutcheon Halley Planning reports.



Fig 1.0.1 Location of development site within the context of Little Island , Cork Harbour and Cork City, Application boundary shown in red, .

Project Location

The site is located in Cork Harbour on Little Island. It comes under the remit of the Cobh Municipal District. The area has traditionally held some residential development and of late has become primarily a commercial hub serving Cork city and the local environs. Little island is home to many of the southern regions most important industries such as those found in the chemical and pharmaceutical sector and has many distribution and manufacturing facilities sited there. Little Island has its own train station, public bus service and national school and has been well supplied with a wide range of physical and social infrastructure over the years. It is an expanding developable area that is in close proximity to the city and has good access to the regional and national road network.

Consultancy Team

The application was produced in consultancy with the following-

Engenuiti
Architectural Consultants (ENG)
McCutcheon Halley,
Chartered Planning Consultants (McH)
Brady, Shipman Martin,
Planning & Landscape Specialists (BSM)
Murphy, Mathson & O'Sullivan,
Consulting Civil & Structural Engineers (MMOS)
MHL & Associates Ltd.,
Consulting Engineers (MHL)
Horizon Engineering Consultants,
Lighting Design (HZ)

Architectural & Urban Design References

Cork County Development Plan 2022 (CCDP,2022)

Sustainable Residential Development and Compact Settlements
Guidelines for Planning Authorities 2024

Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for
Planning Authorities (DoECLG,2022)

Urban Design Manual: A Best Practice Guide Parts 1 & 2 (DoECLG,2009) Little

Island Transport Study (CCC, CH2M Barry, SYSTRA, 2019)

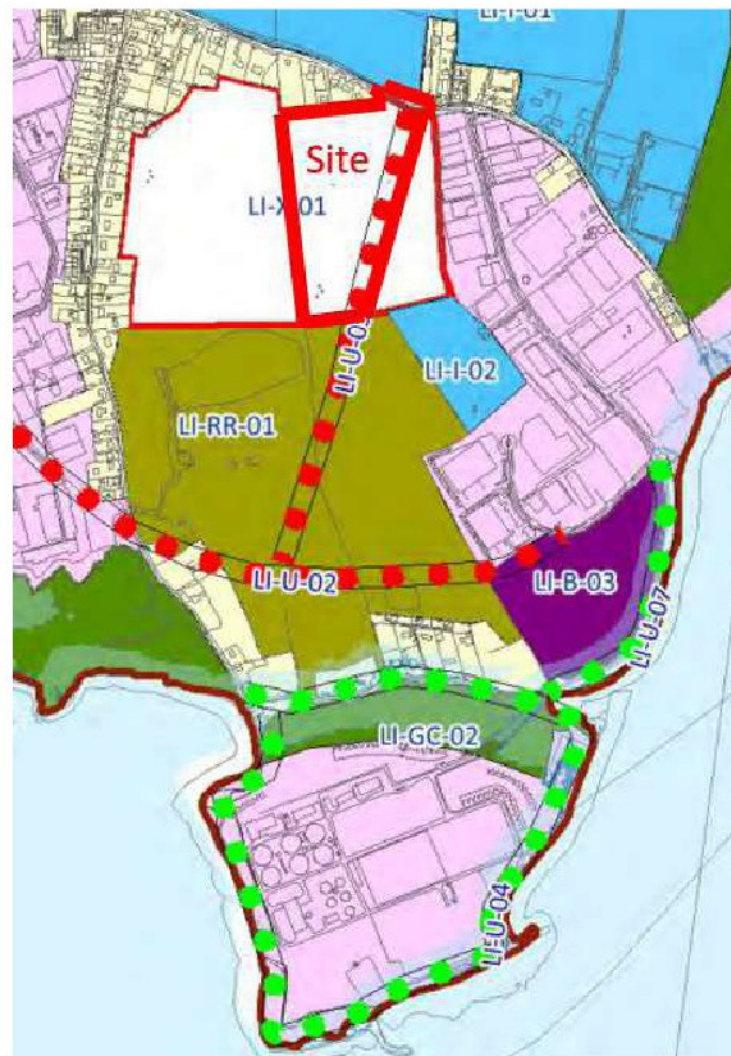
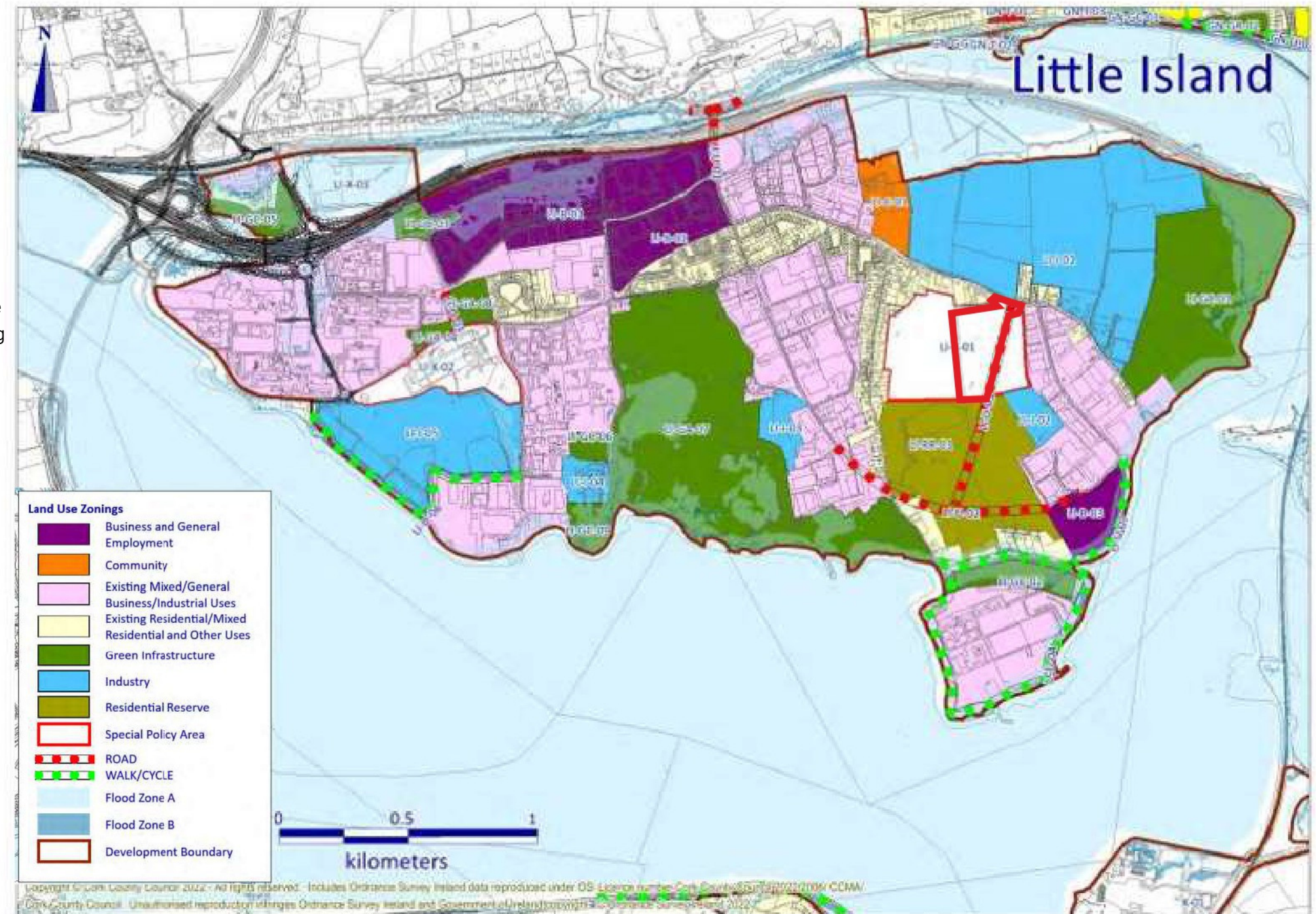
Cork Metropolitan Area Transport Strategy 2040 (CCC, Systra, Jacobs, 2020)

National Cycle Manual (NTA), (Údarás Náisiúnta Iompair 2020)

PLANNING POLICY CONTEXT

The policy context for the application site has been assessed in a regional context by McCutcheon Halley Chartered Planning Consultants in the accompanying Planning Report and Statement of Consistency.

Any proposed scheme also needs to have cognisance of potential future development in the adjacent lands. The CCDP 2022 has identified a distributor road route [general policy LI-U-05] to run diagonally through the site from the exiting entrance towards the south west. An appropriate Landscape buffer between the new residential development and adjoining industrial uses to the east is contained within this LRD submission



Site Zoning :
LI- X-01

Description:
Medium A density residential development, small scale local neighbourhood center, incorporating a landscape buffer between the residential units and other site uses. To provide for future high quality pedestrian & cycle connectivity with adjoining zoned lands to the south LI-RR-01

County Development Plan Objectives Specific Development Objectives for Little Island		
Objective No.		Site Area (Ha)
* Flood Risk Obj. See Objectives in Volume One, Chapter 11 Water Management		
^ T/A and RSA Required		
Special Policy Areas		
LI-X-01	Medium A density residential development, small scale, local neighbourhood centre, high quality public open space (including buffer between development and adjoining industrial use) and public realm. To provide for future high quality pedestrian and cycle connectivity with LI-RR-01. Development of this area will be subject to an approved framework plan for its overall development. This zone is located in close proximity to the Cork Harbour SPA. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of same when considering new development proposals in this area.	22.9
LI-X-02	Business (excluding retail warehousing) and/or industry.	12.8
LI-X-03	Multimodal transport hub. For transport uses only which may include railway fleet depot, railway sidings, railway station, bus depot, park & ride including EV charge points, bike sharing systems, bike maintenance station.*	13.5

Fig 1.0.7 Extract from Cork County Development Plan 2022

SITE ANALYSIS

Topography

The site consists of a single, relatively flat, agricultural field. There is a slight dip towards the western side with a slight rise towards the south-east which presents itself as a gentle undulation. The levels are ranging between approx. +51m & +54m over a distance of circa 360 m (1.1%).

To the east of the site is the Courtstown Industrial Estate and Harbour Point Business Park. This is a light industrial cluster of established businesses providing regional employment.

To the south and west is the site of the former Harbour Point Golf Club and beyond this to the west is the Clash Road residential area, the Little Island Industrial Centre and the Sitecast Industrial Estate. The north side is bounded by residential ribbon development.

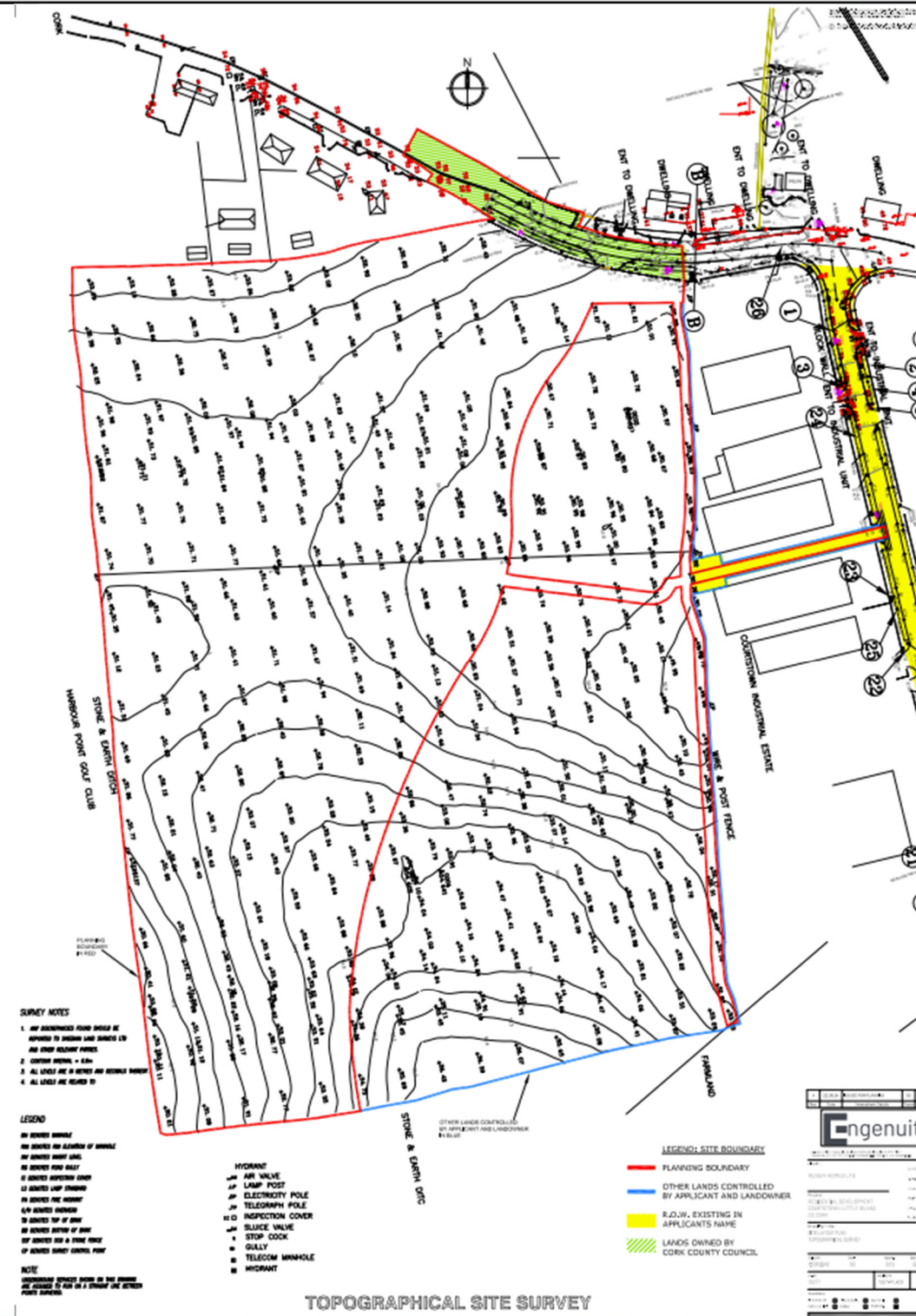
Access

Site access is located at the north east corner along the Ballytrasna Park Road and the roadside frontage is roughly 95m in length. The road has a publicly lit footpath on its south side which passes the site entrance. There is also existing planting on the grass verge between the road and the footpath.

Existing Infrastructural Services

IRISH WATER- There is an existing watermain on the Ballytrasna Park Road and mains sewerage available on the Harbour Point Business Park Road to the east which Ruden Homes Ltd have a right to access. This information has been confirmed by Irish water and forms part of the information associated with both the certificate of feasibility and design acceptance statement.

ESB-There is a low voltage power line traversing midway through the site running in an east-west direction (10kV) on supporting wooden poles. Following consultation with the ESB it was determined that this cable could be diverted underground provided that the correct exclusion zones were adhered to.



REFER TO A0 DRAWING



Site Analysis - Approach

The site is located at the eastern end of Little Island. It is a greenfield site and comprises of a wedge-shaped portion of a rectangular field that is bisected by the proposed LI-U-05 distributor road. To the east is the Courtstown industrial estate and to the west is the site of the former Harbour Point Golf course. Some ribbon development exists to the north west along the public roadway. The former Little Island Golf Course continues along the southern boundary and joins with the LI-X-01 zone at the southeastern corner. The site is bounded by naturally seeded hedgerow.

Access is from the Ballytrasna Road to the north. This roadway has a generous well-lit public footpath located along its southern edge and connects to the existing site entrance.

There is a recent development of high quality housing to the north-east with historic patterns of ribbon development to both the north-east and north-west.



Site - S.W.O.T Analysis

STRENGTHS

The site is will located within a context of built up existing mixed development consisting of large warehouse 'containers' and detached / semi-detached single and double storey family residences.

It is located near substantial open space designation and adjacent to industrial zoning. Along the Ballytrasna road there is an area within walking distance identified as a location for future community facilities. (LI-C-01)

The western and northern edge of the site have substantial green planting and mature hedgerows.

The site is fully serviceable with sewage, water and electricity and Irish water have agreed in principle to the services design whilst the ESB have agreed to overhead cable rerouting.

WEAKNESSES

There is only one single entrance to the site.

The site has a 10KV power-line traversing it.

Evidence of a sub surface archeology structure was found during a recent GPR survey of the site. A 5m exclusion buffer was applied to this area. The structure lies partially within the site boundary but outside of the proposed built area .ie House units and roads infrastructure

OPPORTUNITIE

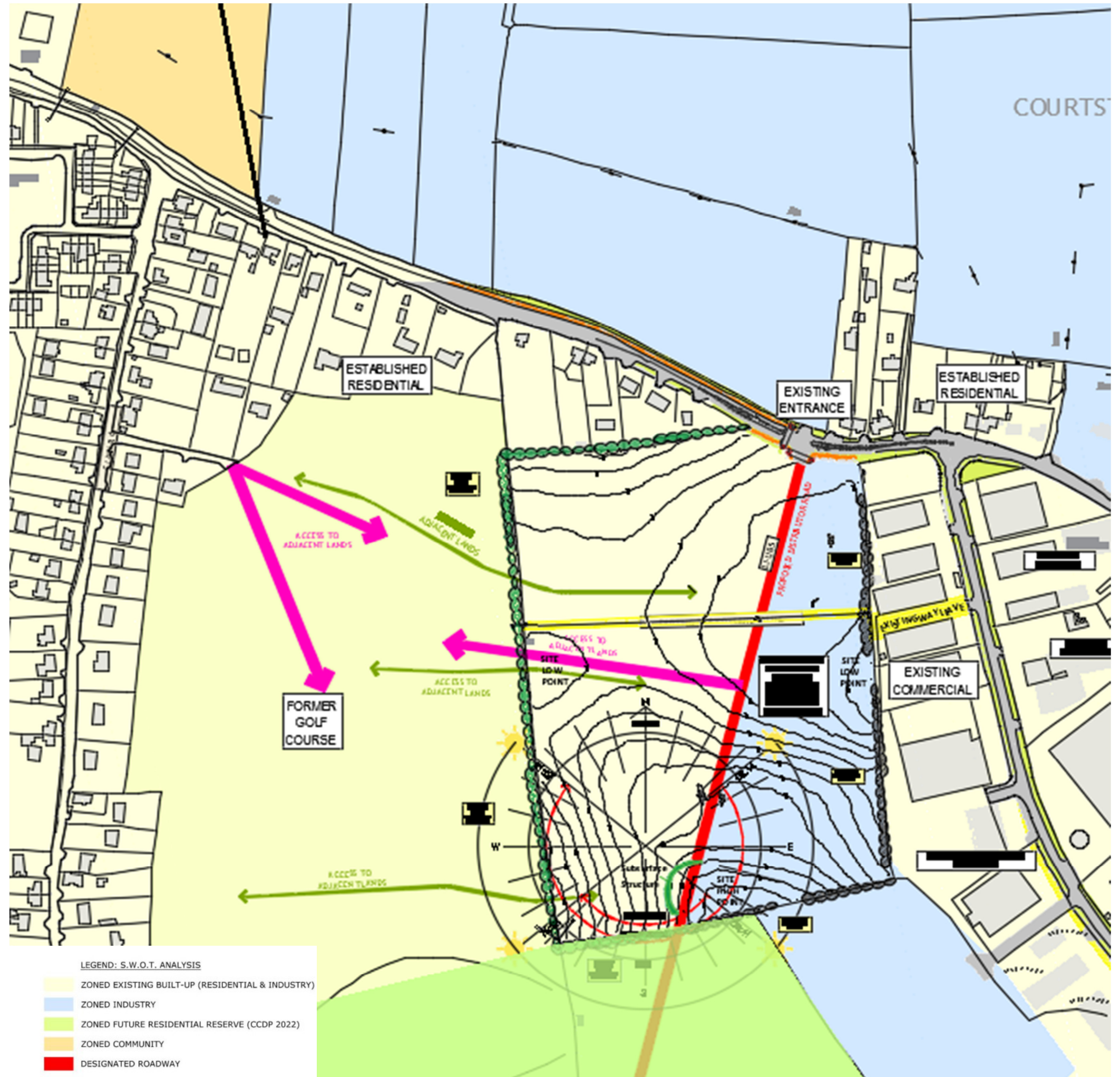
The site has potential to connect to the designated open spaces by allowing for permeability on its western edge.

There is an opportunity to provide some apartment accommodation both for young professionals and families and to provide for any transitory or migratory workers that would be associated with the surrounding commercial ventures.

The site will become more accessible with the construction of the earmarked distributor road (LI-U-05) and the completion of the infrastructure described in the CCDP 2022.

THREATS

There is existing housing to the north which will require careful integration of the northern edge into this suburban context. It will most likely require supplementary screening



Connectivity to Other Lands

The site is in proximity to a rich and varied existing physical, social and environmental infrastructure including education, childcare, local shops, sporting facilities and healthcare services. Both the Little Island National School and the Time of Wonder Montessori school along with the Gates Childcare facility are located within 2km of the site. The Eastgate Retail park is appx 1.4km from the site and contains several shops, stores and food outlets along with local retail, medical and leisure services. Little island railway station is a 2.1km walk from the site and there is an existing bus-stop adjacent to the railway station. This transportation node has been identified in both the Cork Metropolitan Area Transport Strategy 2040, (CCC, Systra, Jacobs, 2020) and the Little Island Transport Study, Strategy Design Report (CCC, CH2M Barry, Systra, 2019). It is the intention of Cork County Council to extend access to this node via shuttle and local bus service routes [General Objective LI-GO-05, Cork County Development Plan 2022 (CCDP 2022)].

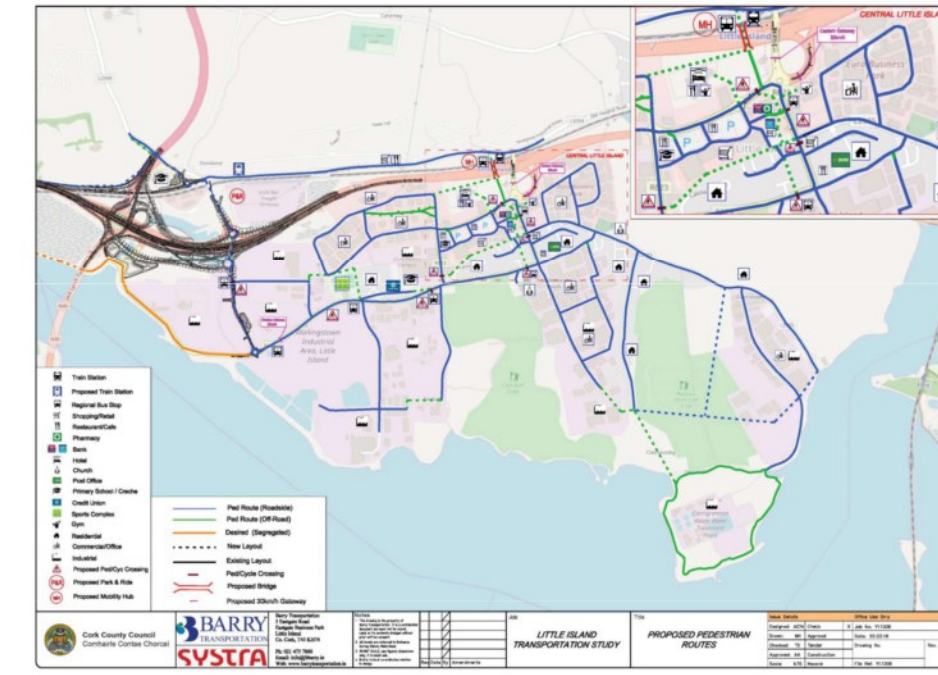
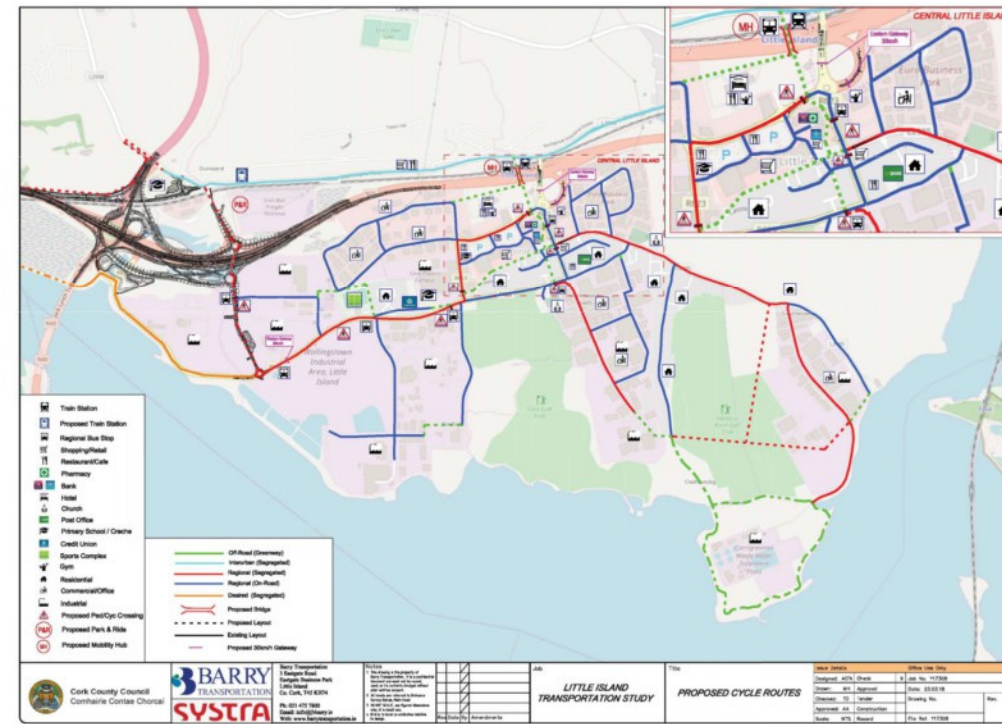


Fig 1.2.6 CMATS extract

Any proposed scheme also needs to have cognisance of potential future development in the adjacent lands. The Cork County Development Plan 2022 (CCDP 2022) has identified a distributor road route [general policy LI-U-05] to run diagonally through the site from the exiting entrance towards the south west. An appropriate Landscape buffer between the new residential development and adjoining industrial uses to the east is contained within this LRD submission

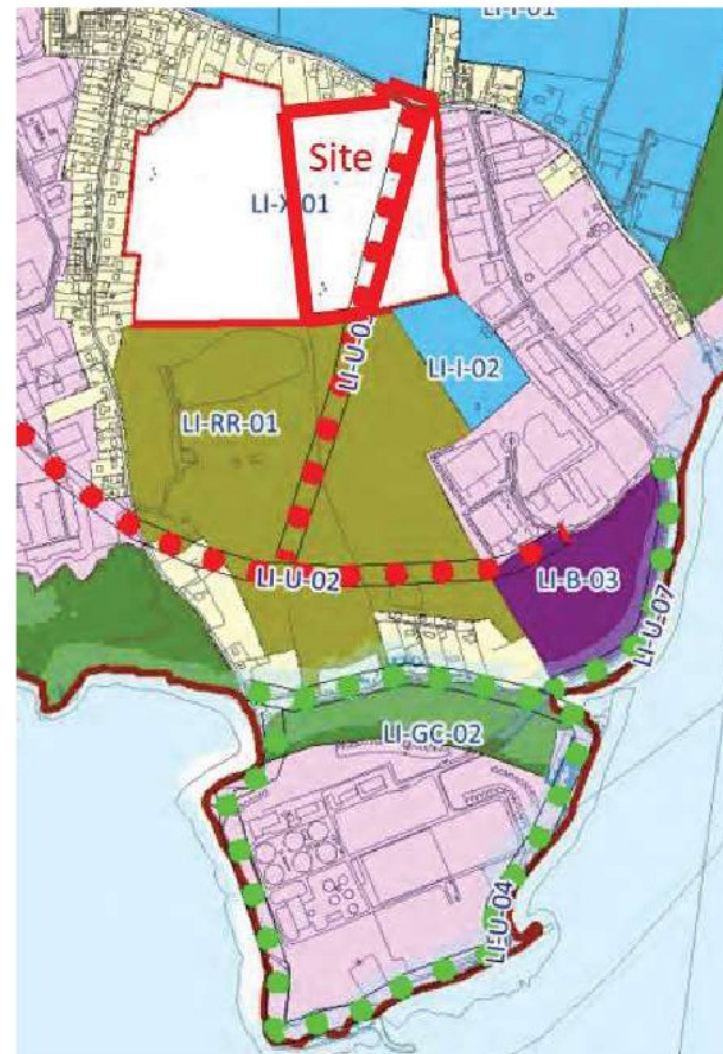


Fig 1.2.8 Zoning Map, Cork County Development Plan 2022

DESIGN APPROACH

Foreword

It is the objective of Ruden Homes Ltd. to provide a high-quality development catering to current market needs. Ruden Homes Ltd have been engaged with the housing market for the past 30 years and have managed the construction and sales aspects of the majority of their developments. The clientele largely consists of young families, professionals and people wishing to upgrade from starter homes. Many of the clients tend to stay within a Ruden Homes development even when they are upgrading.

Development Strategy

The site analysis and the aspirations of the local area plan can work together to inform the development strategy.

This strategy can be summarised by the following points-

- The proposed development must be permeable to future residential development to the south and west.
- The proposed development must be adequately separated and screened from the proposed distributor road and the residential zone to the east.
- While the CCDP 2022 has designated the site to be zoned Medium A density residential development with an upper limit for this category proposed at 50 dwellings/ha with a lower limit of 30 dwellings/ha and a constraint of 500 units across 22.9 hectares within the designated zoning, it is our view that 39.5 units per hectare is an efficient use of zoned lands.
- In contrast to the desire to maximise density on the site, semi-detached houses are the most attractive dwelling type in the housing market and can contribute to the creation of liveable sustainable neighbourhoods while heightening a sense of local community.
- The development should incorporate all existing and planned advantages and incorporate the aspirations of the CCDP 2022, Cork Metropolitan Area Transport Strategy 2040 and the Cork Cycle Network Plan.

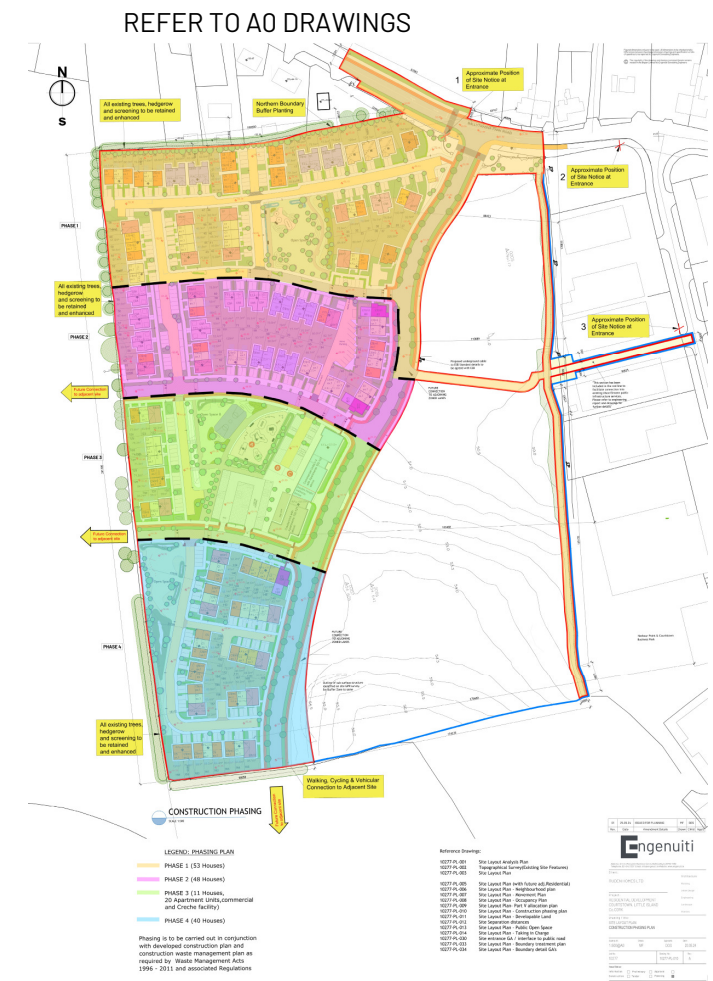
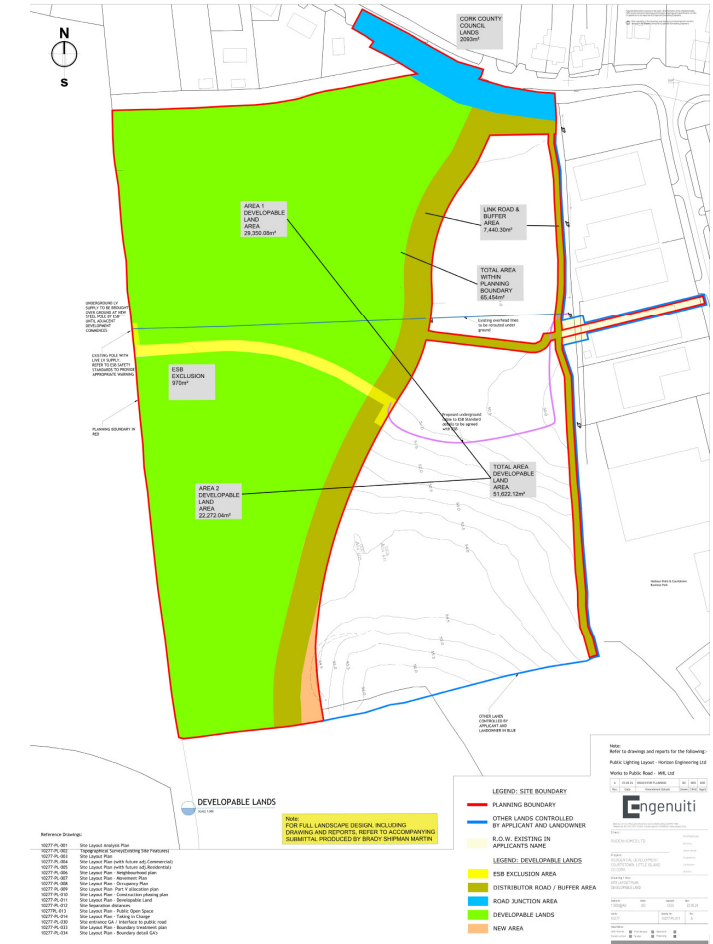
Developable Lands

The planning boundary will include a proposal for the initial leg of the distributor road. This land will be excluded from the total developable land. The existing requirement to bury an overhead ESB cable will create a 6m exclusion zone strip across the site. This area be utilised to provide a link road to future development which will traverse the site east-west and will be excluded from the total developable land. The total developable lands will be 43500 m² (4.35 ha). Developable lands were measured in accordance with appendix B of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024.

Phasing

The phasing plan accompanying this application shows the development proceeding in 4 phases.

- Phase 1:**
53 houses to be completed within this phase.
- Phase 2:**
42 houses and 6 duplex apartments to be completed within this phase.
- Phase 3:**
11 houses , 20 apartment units, the local creche , 4 commercial units and the multi-user games area and will provide for the bulk of the required social infrastructure proposed.
- Phase 4:**
38 houses and 2 Duplex apartment is the final phase in the development.



DESIGN APPROACH

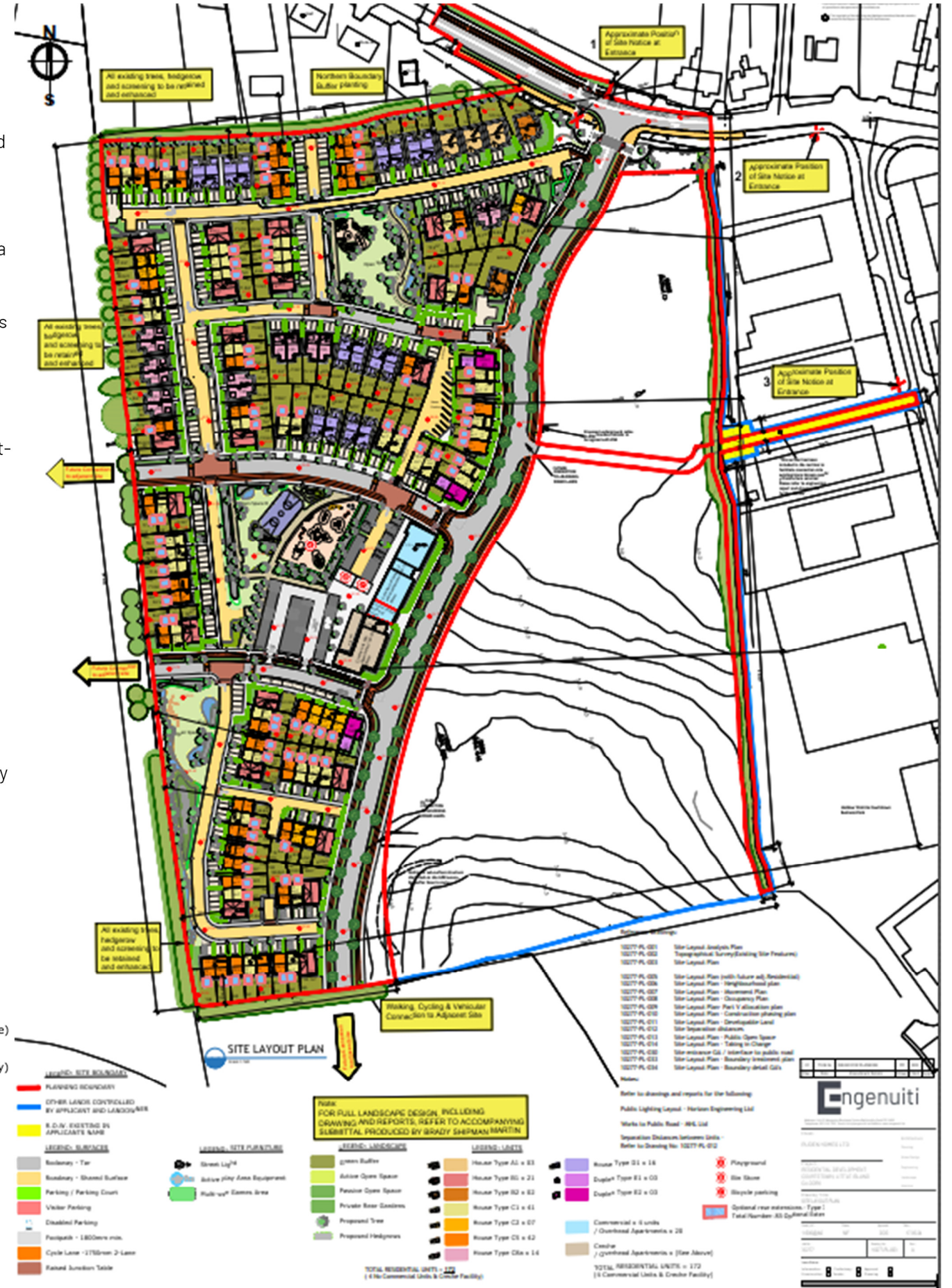
Site Response

Given the preconditions of the existing and proposed infrastructure, it was discovered that any solution would naturally divide the site into two distinct areas. The necessary ESB exclusion zone can be paved over and utilised to provide an east-west link road that would also serve as a natural distribution and meeting point for the neighborhoods. This central area could then also make for an ideal location for the required creche facilities and communal facilities that could create an interaction between families to assist in the promotion of inclusivity within the development.

This area could also support a denser level of development and a could support the location of a landmark structure that would also serve as a focus of connection and consolidation within the site as a whole. These primary site conditions already reorganised the wedge shape of the zoned plot itself into two manageable portions leaving a roughly shaped square in the northern section and a longer rectangle to the south side. On approach to the site there are a number of detached houses set in mature grounds with well-established native and ornamental trees and hedgerows. The northern site boundary backs onto this housing and the site is entered at the north east corner. For this reason, it was decided that the entrance area should have detached residences emulating the existing conditions along the Ballytrasna Park road and that the density should increase gradually towards the site center.

The western and southern boundaries also contain mature hedgerows and the lands behind are zoned residential. For the benefit of the existing and future residences it was decided to place back-to-back housing along the remainder of the northern and a portion of the western boundary that would capitalise on the existing greenery and help to maintain and preserve it. The front of the houses should have direct access to the main road but should have a carefully demarcated roads hierarchy and access strategy that would incorporate safe homezones and active street areas. This has been achieved by allowing the perimeter housing to congregate naturally around active and passive supervised open spaces and by the use of street paving material proposals that are integrated into an overall landscaping plan as developed by Brady Shipman Martin. This strategy generates two similar areas, north and south, that are aimed at providing accommodation for families and professionals on an inter-generational level that would suit the current market needs. For the purposes of this document we are naming these areas, character areas 1 & 3 (CA1 & CA3).

The central portion of the site takes on a different character, character area 2 (CA2). To achieve safe home-zones in this area, a strategy of creating a parking court was adopted for the creche and apartment blocks and these are to be situated off the main route. Again, these homezone areas were clearly programmed by the clever use of landscaping. CA2 contains a number of distinct building typographies, namely the creche, commercial Centre and apartment blocks but also it contains a number of house units. It is envisaged that occupants may appreciate a more urban lifestyle and may indeed be working in the area and would enjoy a smaller more self-contained property (2/3 bed apartments) that still benefits from the proximity to open spaces and the wider development.



<p>LEGEND: SITE BOUNDARY</p> <ul style="list-style-type: none"> PLANNING BOUNDARY OTHER LANDS CONTROLLED BY APPLICANT AND LANDOWNER R.O.W. EXISTING IN APPLICANT'S NAME <p>LEGEND: SURFACES</p> <ul style="list-style-type: none"> Roadway - Tar Roadway - Shared Surface Parking / Parking Court Visitor Parking Disabled Parking Footpath - 1800mm min. Cycle Lane - 1750mm 2-Lane Raised Junction Table 	<p>LEGEND: SITE FURNITURE</p> <ul style="list-style-type: none"> Street Light Active Play Area Equipment Multi-use Games Area 	<p>LEGEND: LANDSCAPE</p> <ul style="list-style-type: none"> Green Buffer Active Open Space Passive Open Space Private Rear Gardens Proposed Tree Proposed Hedgerows 	<p>LEGEND: UNITS</p> <ul style="list-style-type: none"> House Type A1 x 03 House Type B1 x 21 House Type B2 x 02 House Type C1 x 41 House Type C2 x 07 House Type C5 x 42 House Type C8a x 14 House Type D1 x 16 Duplex Type E1 x 03 Duplex Type E2 x 03 Commercial x 4 units / Overhead Apartments x 20 Creche / Overhead Apartments x (See Above)
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TOTAL RESIDENTIAL UNITS = 172 (4 No Commercial Units & Creche Facility)

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REFER TO A0 DRAWINGS

LEGEND: PLAYGROUND

- Playground
- Bin Store
- Bicycle parking
- Optional rear extensions - Type 1
- Total Number: 83 Optional Ext

PROJECT: RESIDENTIAL COURTSTOWN Co. DUBLIN
Drawing Title: SITE LAYOUT

REFER TO A0 DRAWINGS

URBAN DESIGN RATIONALE

The Urban Design Guide- A Best Practice Guide sets out a series of 12 criteria which should be addressed in the preparation and assessment of planning submission. These criteria provide a robust framework in which proposals for the design of residential development can be considered. The Design Team have set out within this submission how the proposed development responds to these design criteria where they are relevant to a high quality residential accommodation.

The 12 criteria are addressed individually within this document:

- (a) Context
- (b) Connections
- (c) Inclusivity
- (d) Variety
- (e) Efficiency
- (f) Distinctiveness
- (g) Layout
- (h) Public Realm
- (i) Adaptability
- (j) Privacy / Amenity
- (k) Parking
- (l) Detailed Design



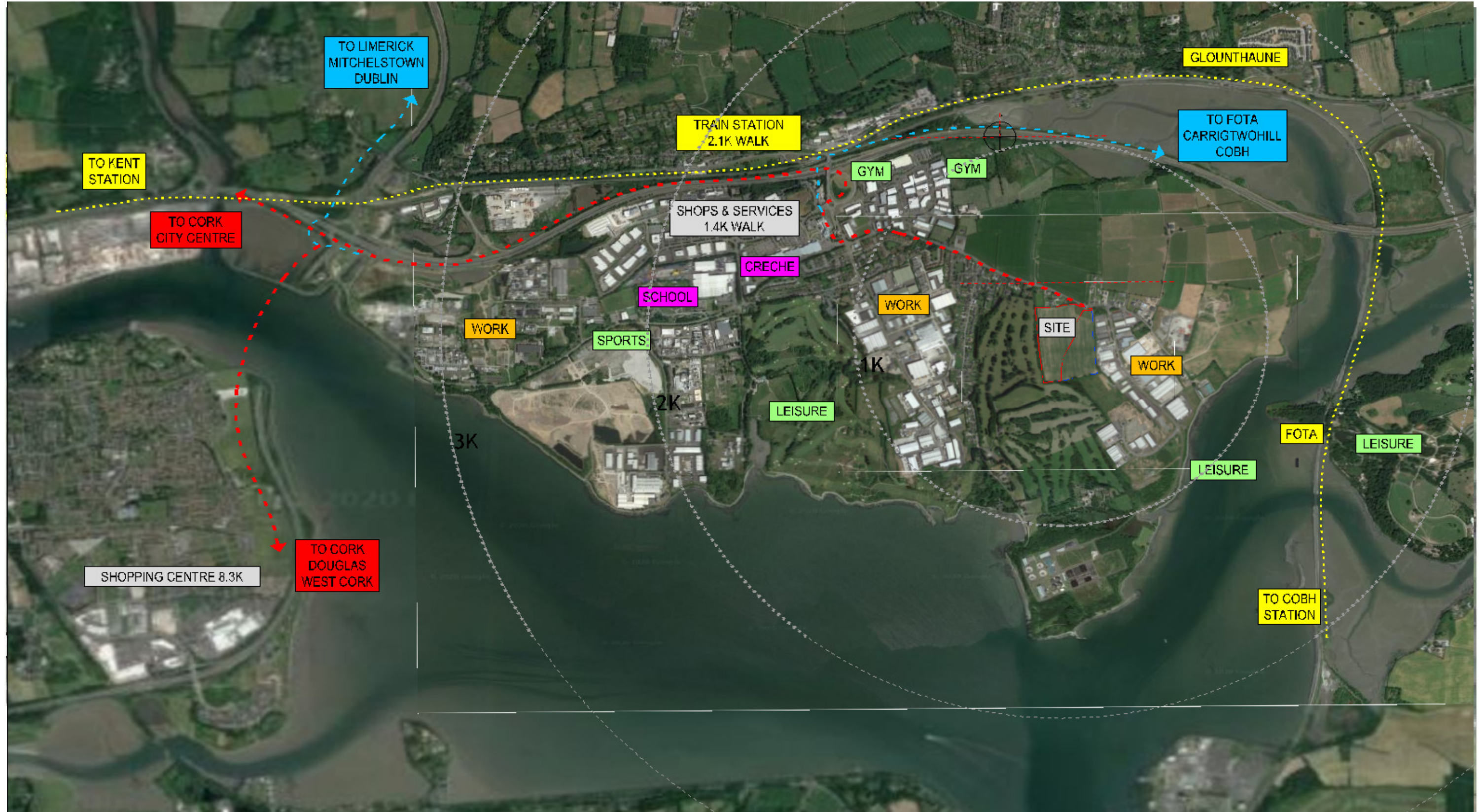
CONTEXT

How well is the new neighbourhood / site connected?

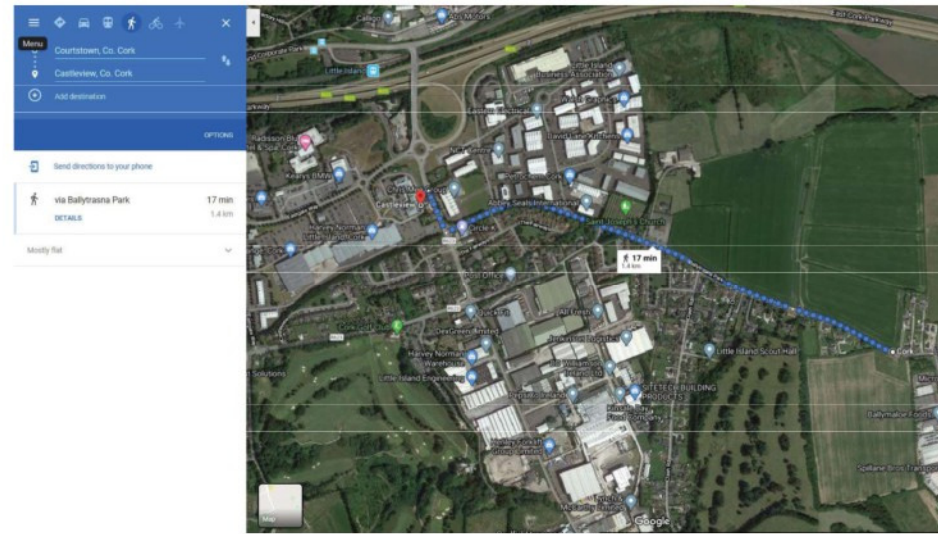
The context of the site has been carefully considered. This development has been assessed by McCutcheon Halley Chartered Planning Consultants in the accompanying planning report and statement of consistency.

The site occupies a central location in Cork Harbour. Little Island is surrounded on three sides by water and just touches land in the north-west corner. This connection point has been historically well serviced with the provision of road and rail links. It is our intention to be guided by the local area plan, transport initiatives and best practice principles to create a design that integrates well within the existing and proposed infrastructure.

As the site is located at the gateway to Cork City it has ready access to the peripheral services available to the city. Mahon Shopping Centre and Business Park easily accessed on the South Link Road.

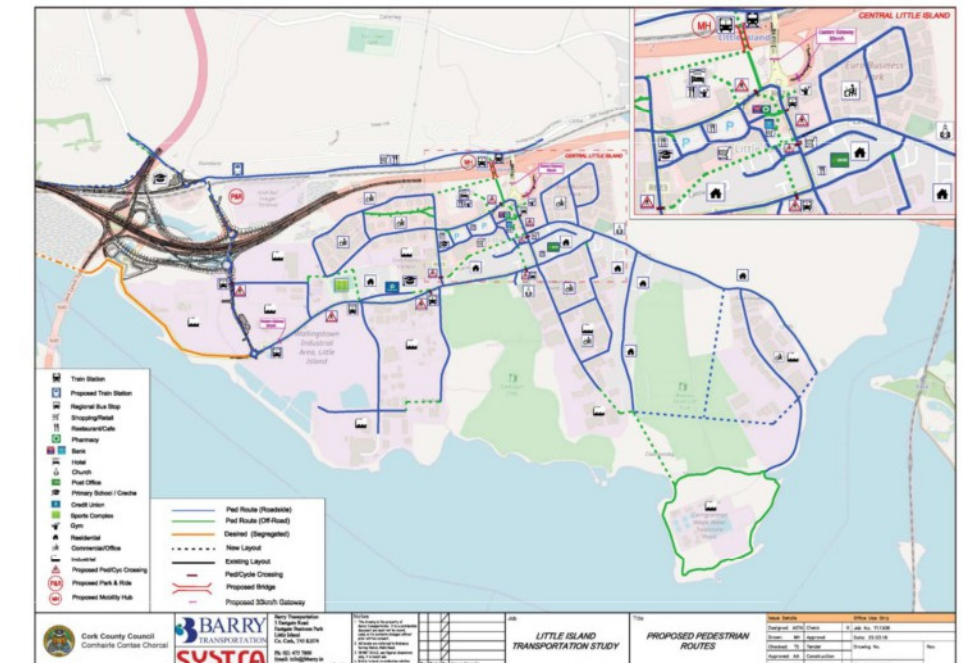


Existing Transport Links and Social Infrastructure



The above diagrams demonstrate walking distances to local services as estimated by google. Little Island has a local national school, and is serviced by numerous local shops and businesses. it also has a good rail connection which is served by two routes.

The site is in proximity to a rich and varied existing physical, social and environmental infrastructure such as education, childcare, local shops, sporting facilities and healthcare providers. Both the Little Island National School and the Time of Wonder Montessori school along with the Gates Childcare facility are located within 2K of the site. The Eastgate Retail park is appx 1.4k from the site and contains several shops, stores and food outlets along with local retail, medical and leisure services. Little island railway station is a 2.1k walk from the site and there is an existing bus-stop adjacent to the railway station. This transportation node has been identified in the both the Cork Metropolitan Area Transport Strategy 2040, (CCC, Systra, Jacobs, 2020) and the Little Island Transport Study, Strategy Design Report (CCC, CH2M Barry, Systra, 2019). It is the intention of Cork County Council to extend access to this node via shuttle and local bus service routes [General Objective LI-GO-05, Cork County Development Plan 2022 (CCDP 2022).

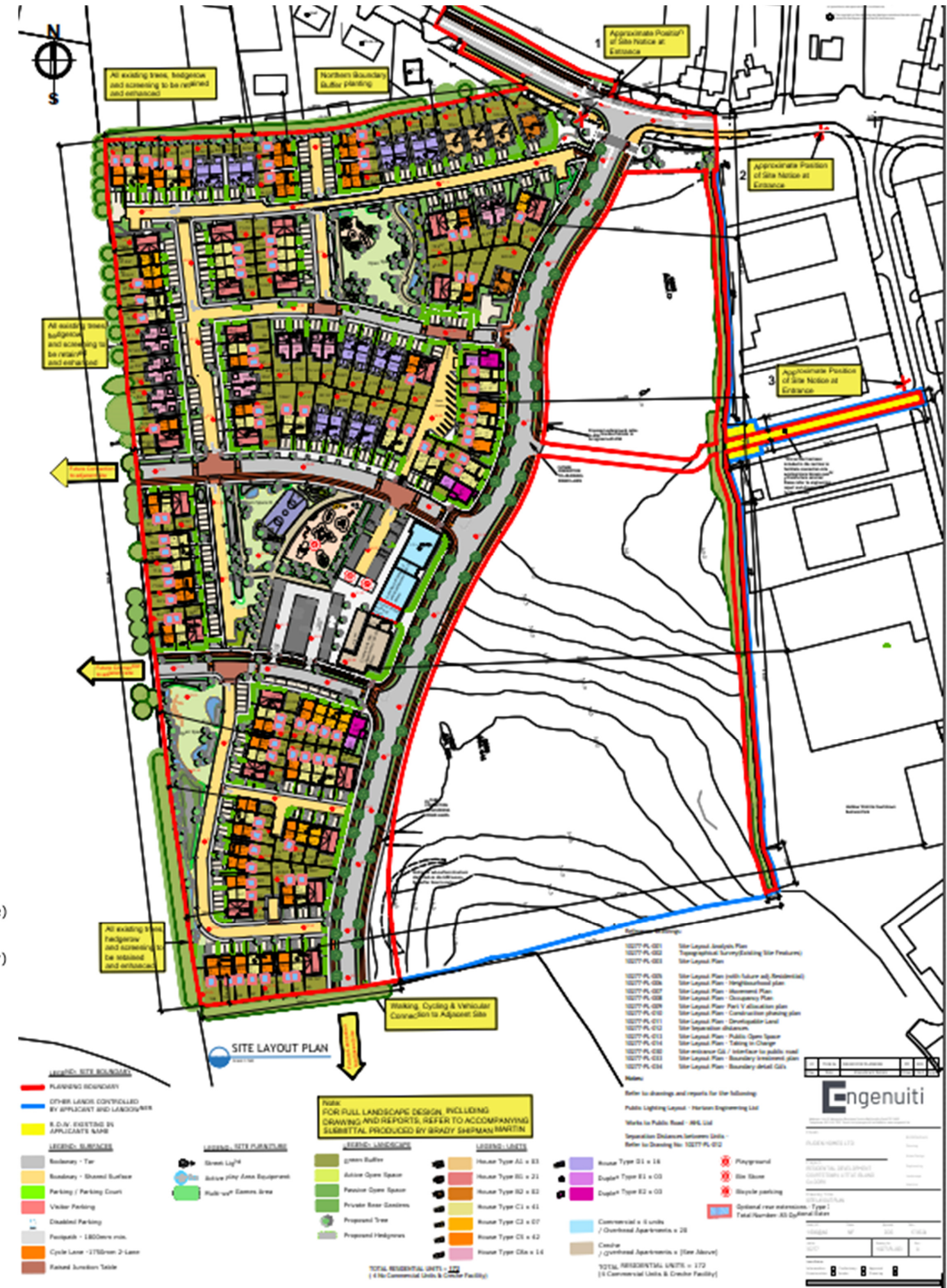


Proposal Integrated into Possible Future Residential Expansion

Lands currently owned by Ruden Homes Ltd. on the eastern side of the site has had its zoning changed under the new CCDP from commercial to residential, we have endeavoured to demonstrate how the current residential proposal can be extended and integrated further within LI-X-01 as a residential development. In this case the eastern boundary of the lands currently owned by Ruden Homes Ltd will have a buffer for screening from the existing commercial and retail units that form part of the Harbour Point Business Park development while the central buffer requirement may become largely redundant.

LEGEND: SITE BOUNDARY		LEGEND: SITE FURNITURE		LEGEND: LANDSCAPE		LEGEND: UNITS	
	PLANNING BOUNDARY		Street Light		Green Buffer		House Type A1 x 03
	OTHER LANDS CONTROLLED BY APPLICANT AND LANDOWNE		Active Play Area Equipment		Active Open Space		House Type B1 x 21
	R.O.W. EXISTING IN APPLICANTS NAME		Multi-use Games Area		Passive Open Space		House Type B2 x 02
LEGEND: SURFACES					Private Rear Gardens		House Type C1 x 41
	Roadway - Tar		Proposed Tree		Proposed Hedgrows		House Type C2 x 07
	Roadway - Shared Surface		Playground				
	Parking / Parking Court		Bin Store				
	Visitor Parking		Bicycle parking				
	Disabled Parking	Optional rear extensions - Type 1					
	Footpath - 1800mm min.	Total Number: 83 Optional Exter					
	Cycle Lane -1750mm 2-Lane						
	Raised Junction Table						

Project: RESIDENTIAL COURTSTOWN Co. CORK		TOTAL RESIDENTIAL UNITS = 172	
Drawing Title: SITE LAYOUT		(4 No Commercial Units & Creche Facility)	
	House Type D1 x 16		Duplex Type E1 x 03
	Duplex Type E2 x 03		Commercial x 4 units / Overhead Apartments x 20
	Creche / Overhead Apartments x (See Above)		Creche / Overhead Apartments x (See Above)
TOTAL RESIDENTIAL UNITS = 172		(4 Commercial Units & Creche Facility)	
REFER TO A0 DRAWINGS			



REFER TO A0 DRAWINGS

CONNECTIONS

How well is the new neighbourhood / site connected?

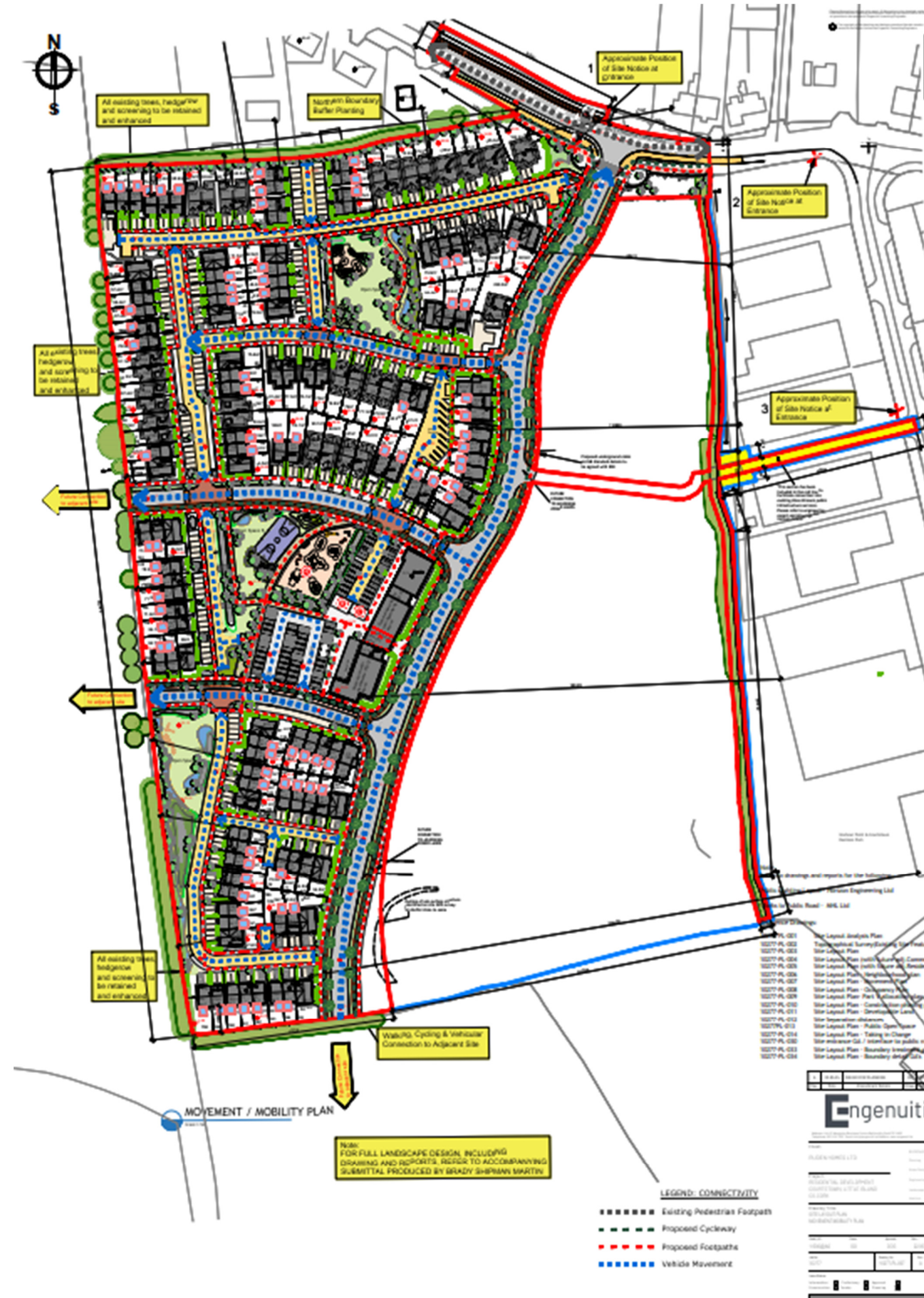
The main spine of the new development will run in a north-south direction along the eastern side of the site with three secondary access nodes connecting to residential, creche and amenity areas. This spine will demarcate the division of the proposed site in this application and will be appropriately landscaped in accordance with the landscaping design and report accompanying this application. Generous footpaths and designated cycleways will flank this main roadway and will connect to the secondary access roads across the development. A central east-west oriented secondary route will extend the cycleway and footpaths to the western edge of the proposal, which, along with other earmarked access points, will facilitate the wider connection to future development. The northern and southern secondary routeways have been designed to provide access of lesser importance. The northern network of streets allows a through route access to the crèche and would alleviate traffic at peak times. This will also access the multi-purpose play facility for the development. The southern access route is more private and serves the residential area located in this portion of the proposal with access to a secondary large public open space.

The layout provides for a high level of permeability and ease of circulation throughout the development along with easy access to proposed open spaces, play areas and the creche.

- The proposed development will include a significant new pedestrian & bicycle connection to Ballytrasna Park Road.
- The new connection will follow natural desire lines through the site and permeate the proposed development fabric.
- Proposed routeways have been laid out to maximize access for all residents and to create links to the wider Little Island community.
- Residents will be within 20 minutes walking distance to a broad range of public amenity including foodstores, post offices, health and fitness facilities and an enormous diversity of places of employment.

LEGEND: CONNECTIVITY

- ■ ■ ■ ■ Existing Pedestrian Footpath
- - - - - Proposed Cycleway
- - - - - Proposed Footpaths
- ■ ■ ■ ■ Vehicle Movement




REFER TO A0 DRAWINGS

Part V - Social Housing

Part V allocation was agreed in principle with Cork County Council. Allocated units are dispersed throughout the proposed development. The diagram opposite shows the position and type of unit allocated.

The proposed social housing allocation will be designated as follows-

 **PART V HOUSING ALLOCATION**
20% OF 172 Units = 34 Units

PART V HOUSING MIX

DWELLINGS TYPE	UNITS	BEDS
C1	12	2B
C2	1	3B
C5	05	3B
E1	03	2B
E2	03	2B

APARTMENTS TYPE	UNITS	BEDS
1	03	3B
2	05	1B
3	02	2B

TOTAL = 34

APARTMENTS UNIT NO	TYPE	BEDS
102	1	3B
103	2	1B
107	3	2B
109	1	3B
110	2	1B
113	2	1B
115	3	2B
117	1	3B
118	2	1B
121	2	1B

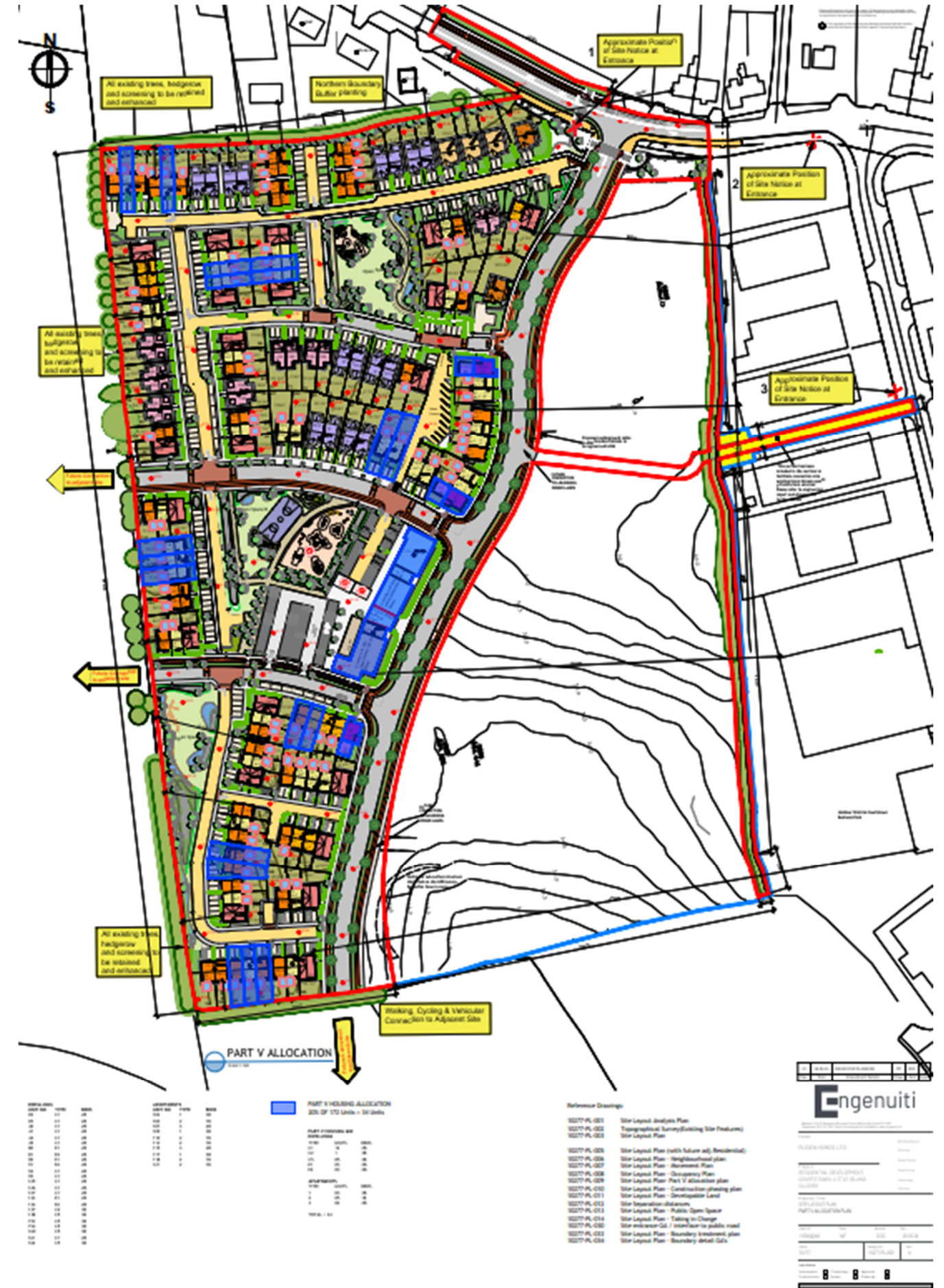
DWELLINGS UNIT NO	TYPE	BEDS
02	C1	2B
05	C1	2B
40	C1	2B
41	C1	2B
44	C1	2B
45	C1	2B
80	E1	2B
81	E2	2B
90	E1	2B
91	E2	2B
94	C1	2B
95	C1	2B
125	C1	2B
126	C1	2B
127	C1	2B
133	E1	2B
134	E2	2B
137	C2	3B
138	C5	3B
153	C5	3B
154	C5	3B
160	C5	3B
161	C1	2B
162	C5	3B

Universal Design

The design of the proposed development has been fully cognisant of the principles of Universal Design.

The main points of note are as follows-

1. The relatively flat gradients of the existing lands allow the creation of an inclusive neighbourhood, with all roads and paths at less than 1:20 gradients and all open spaces and play areas fully accessible.
2. Level entrances and appropriated sized entrance doors are provided to all houses and ground floor apartments, with ambulant compliant staircases provided for the 21No. apartments not located at ground floor level.
3. Internally, each dwelling is fully compliant with Part M of the Building Regulations, with a visitable WC at ground floor and the required corridor and door widths provided.



REFER TO A0 DRAWINGS

VARIETY

How does the development promote a good mix of activities?

Housing Mix

As per guidelines we are providing a mix of house types, namely 2,3 & 4 bedroom sizes.

The map opposite shows the relative distribution throughout the site. Larger family house types are generally positioned near or around public open space and active play areas.

The table below shows the percentages of house type proposed.

This distribution reflects what we believe the market will accommodate given the location of the site and the available local and proposed social infrastructure.

For a full description of house types and apartments refer to accompanying Design Booklet

PERCENTAGE HOUSING MIX			
No.	Type	Percentage	
0	1 Bedroom Units	0	%
41	2 Bedroom Units	28.09	%
65	3 Bedroom Units	44.52	%
40	4 Bedroom Units	27.4	%
146 House Units in Total		100.0	%



References-

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024

Quality Housing for Sustainable Communities: A best practice guideline (DoECLG,2007)

Urban Design Manual: A Best Practice Guide Parts 1 & 2 (DoECLG,2009)

EFFICIENCY

How does the development make appropriate uses of resources including land?

Density Calculation

The proposed site area within the planning boundary is 6.55 Hectares and the proposal will consist of 172 residential units and a local creche.

The total developable lands will be 43496m² (4.35 ha).

Excluded areas are as follows-

- The distributor road and buffer zone measuring 18639m² (1.87 ha),
- The 6m exclusion zone strip across the site measuring 970 m² (0.01ha)

Factoring all of this in the development density is 39.5 units per hectare.

Note- while the CCDP does not attribute a width to this specific buffer zone, we are proposing a substantial landscaped and heavily planted buffer in excess of 5m which will contain the link road (refer to landscaping drawings and report.)

Open Space

Public open spaces consisting of active play areas, a multi-use games area and passive recreational areas will constitute approx 15% of the developable lands. when viewed in the context of the landscaped boulevard that buffers between the residential and adjacent zoned lands this area increases to 22%.

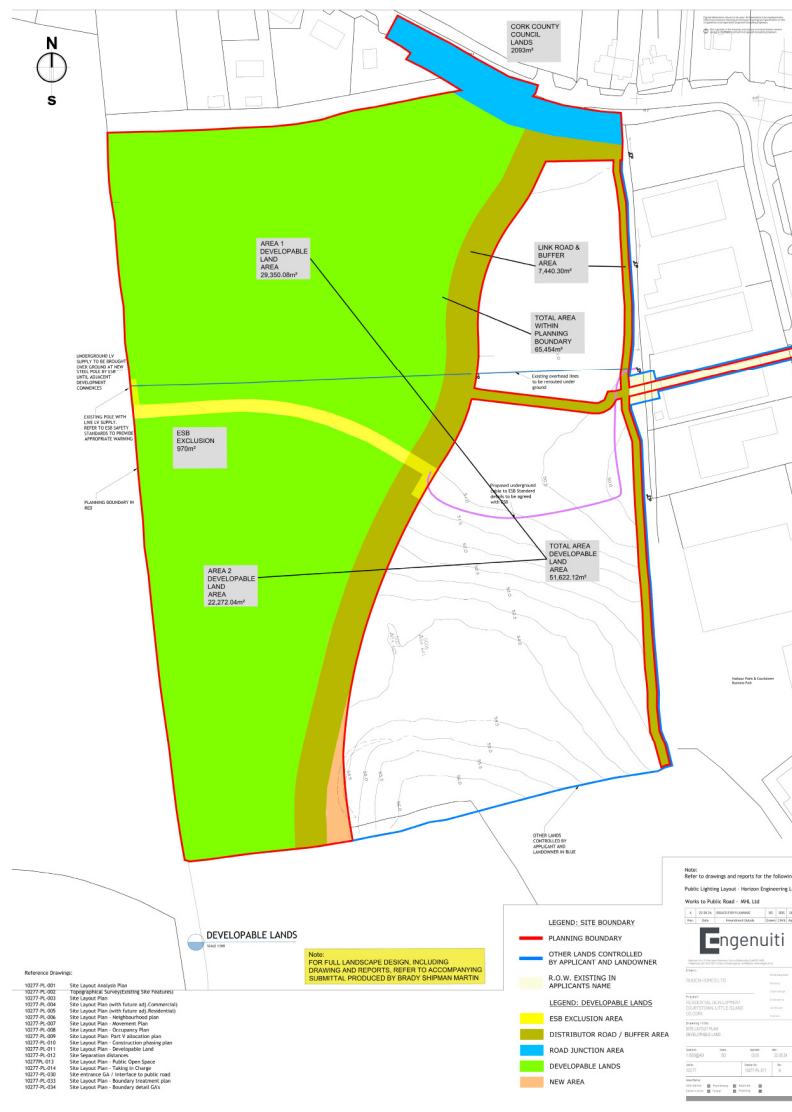
These communal spaces complement the generous private amenity areas situated to the rear of every dwelling house and provided for on every apartment.

The majority of private spaces will have full southern sunlight at various points during the day. This will ensure that every inhabitant will get full benefit from their designated recreational lands and can enjoy the full benefits of engaging in social activities provided for in the public spaces.

Area to be Taken in Charge

The proposed site area within the planning boundary is 6.5 hectares and the proposal will consist of 172 residential units and a local crèche / commercial units.

The area that will remain in private ownership consists of roughly 3.285 hectares while the new extra lands that Cork County Council will take in charge will consist of approximately 3.04 hectares. This portion of lands taken in charge will contain the active and passive public open spaces along with roadways, sidewalks and any public amenity infrastructure.



DISTINCTIVENESS

How do the proposals create a new sense of place?

Character Areas

The site has one access point from the Ballytrasna Park Road. It is a relatively flat site and is surrounded on the north and west side by mature hedgerows and existing trees. The field that contains the site is to be bisected by a local distributor road which will also serve the proposed development. These conditions have determined the elongated wedge-shape of the proposed development. This shape lends itself to divide naturally at certain points. The main access into the built fabric will occur roughly halfway along the distributor road and will potentially be the busiest area of the site in the future. The north and south sides will be quieter and tucked away from the proposed central access route. The site conditions allow the proposal to naturally form three distinct areas or zones which will have differing characters.

These areas have been demarcated in the diagram opposite and are further described below.

Character Area 1

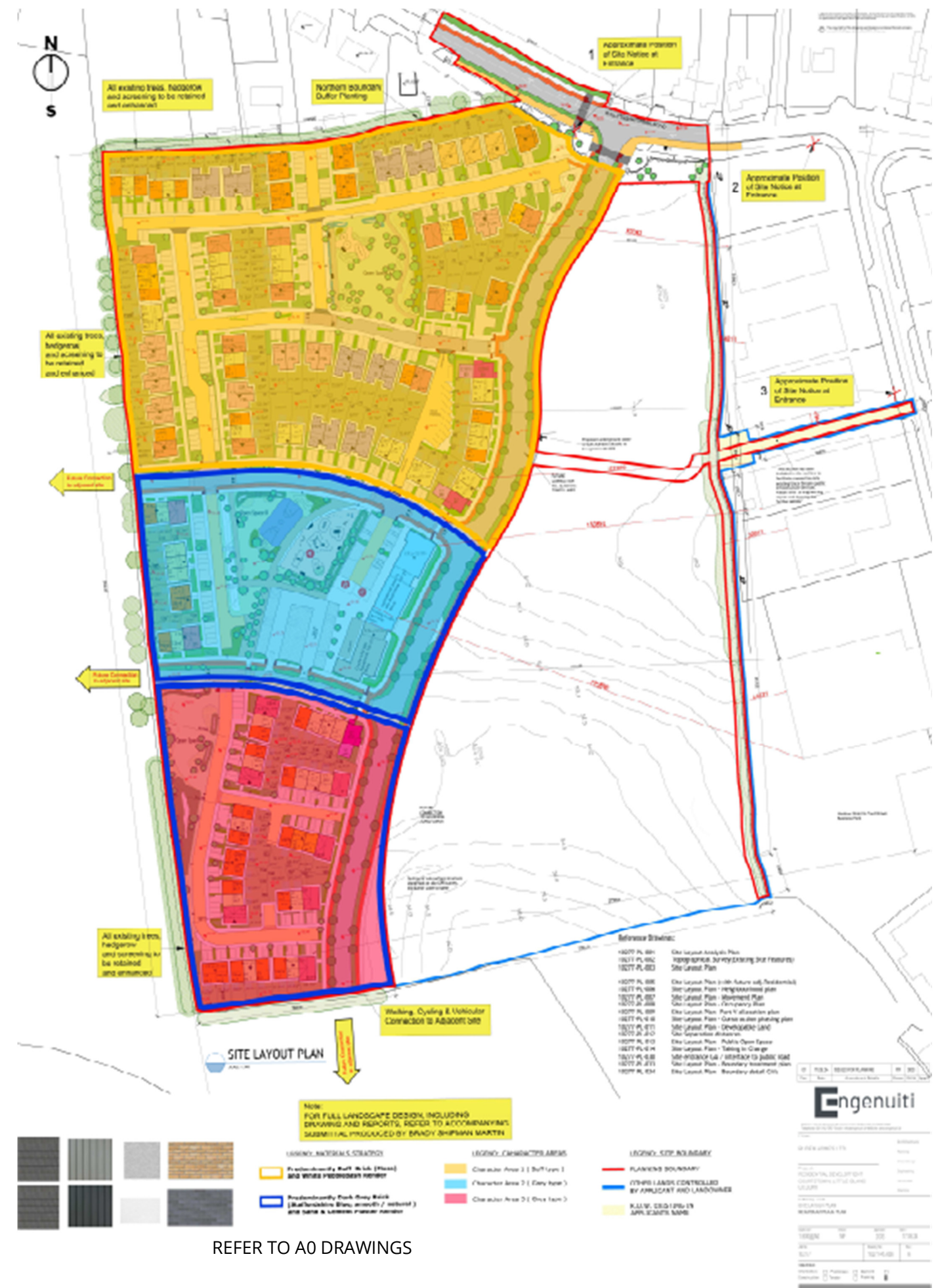
This area presents itself at the site entrance on the north side of the proposal and will be the first view that the public will have of the development. It is designed to accommodate two large public open spaces (east & west) that contain active playgrounds and passive recreational parkland. Larger detached and semi-detached family housing is arranged around these spaces and will provide safe secure supervision of these play and recreational areas. There will be a minor access junction positioned near the site entrance which will meander through this zone and connect with the main east-west access route. It is intended that this route can serve periodic excess traffic associated with the creche whilst also providing for a quieter access to the planned housing.

Character Area 2

The central east-west access route is intended to be extendable into adjacent zoned residential lands to the west of the subject site. As a result, this routeway may have an increase in through traffic in the future and is designed to accommodate same. We have sought to minimise access onto this road and produced a design that will include enclaves of parking courts and some apartment living. There will be a number of houses facing directly on to this route on the north side. This area will have the widest range of unit types and will have a slightly higher density overall. It will generate much of the site traffic and will also allow for easy access out of the development and avoid bringing traffic into the quieter areas.

Character Area 3

Like Character zone #1, this area will consist largely of semi-detached and terraced dwellings. There will be no through traffic in this area and it will offer families a quiet and secure place to make their home. There will be pedestrian links throughout the site with designated walkways and footpath links.



Materials Strategy

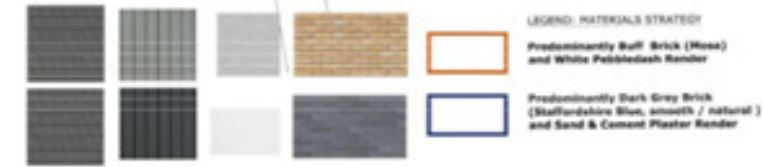
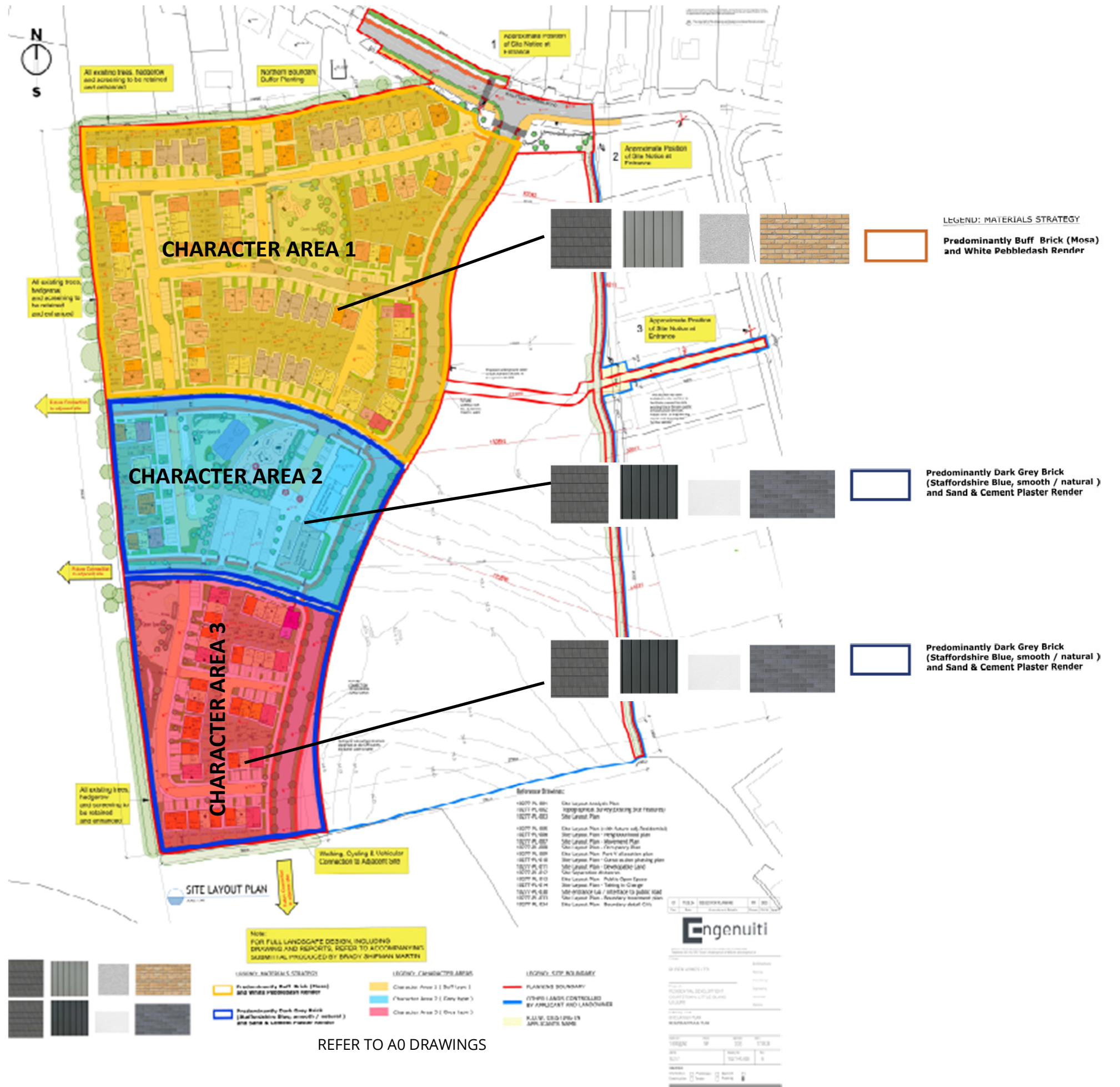
Each area has a distinct character owing to the variety of materials utilised throughout the proposed development.

We are proposing two distinct finishes which will be applied to the three character areas.

The first and predominant finish will consist of a soft buff themed palette. The materials choice for this theme will be golden MOSA coloured brick which will be complemented by a light polar finish dash external render and light zinc effect porch and dormer where applicable. The brick is to be kept predominantly on the ground floor with dashing on the first. The fascia and soffit colour

The second finish will consist of a more urban and contemporary styled palette. The brick choice in this case will be grey with a complementary uPVC colour in dark navy. The zinc effect finish is also proposed to be several shades darker. We are proposing to have a plaster finish to the ground floor with the brick positioned on the upper floors. The plaster finish is also proposed to have banding etched into the surface. It is envisaged that this palette will be confined to character area 2 and will be the finish chosen for the creche building and apartment block along with the more urban parking court arrangements.

In each case the exact brick style and uPVC colours will depend on availability and supplier.



REFER TO A0 DRAWINGS

CHARACTER AREA 1

IMAGES FOR ILLUSTRATION ONLY



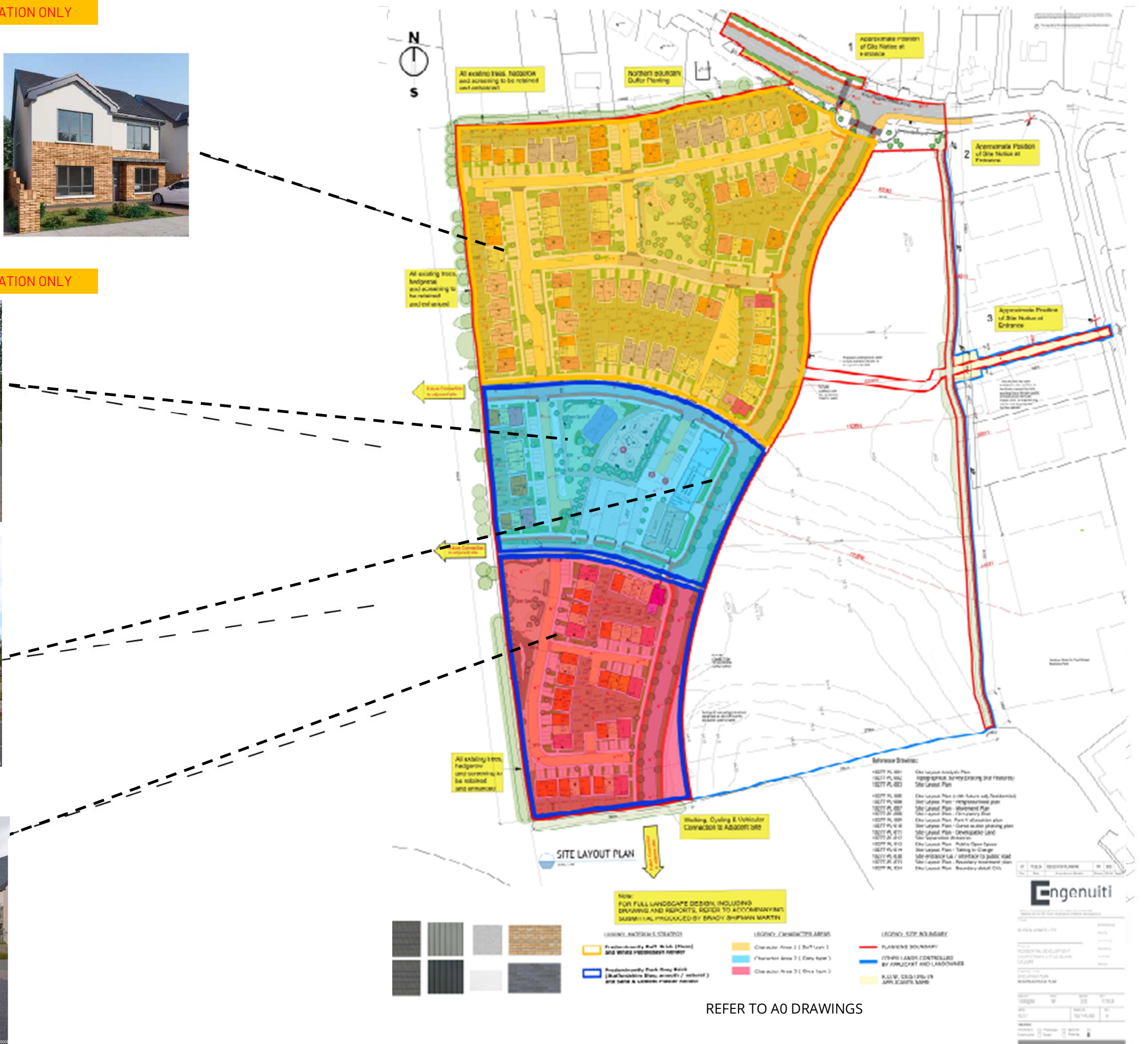
CHARACTER AREA 2

IMAGES FOR ILLUSTRATION ONLY



CHARACTER AREA 3

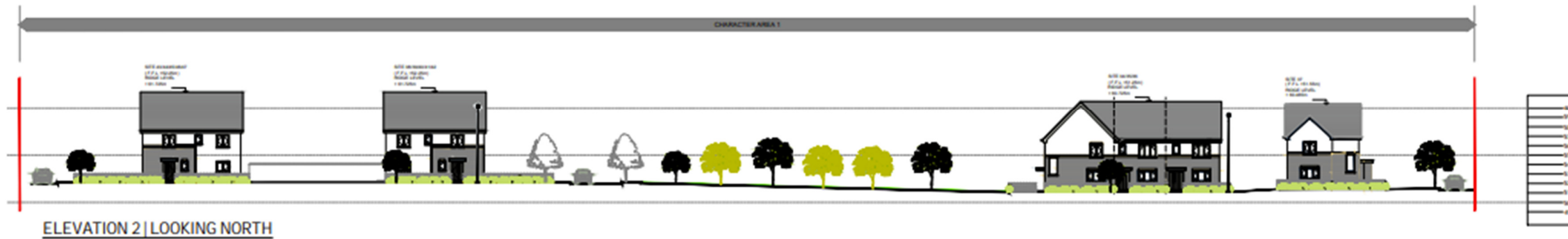
IMAGES FOR ILLUSTRATION ONLY



REFER TO A0 DRAWINGS

Site Sections Sheet 1 - Character Area 1 |

Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to Engenuiti Consulting Engineers.
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KEY PLAN

LEGEND : STREET ELEVATIONS / SITE SECTIONS

All levels are in meters. Please refer to general site layouts, engineering service drawings and reports for proposed road levels, site services & other engineering details & to Brady Shipman Martin submittals for site landscaping.

Rev	Date	Amendment Details	Drawn	Chk'd	App'd
B	31.03.23	ISSUED FOR PLANNING	EOS	DOS	DOS
A	17.05.24	ISSUED FOR PLANNING	EOS	DOS	DOS



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Client: RUDEN HOMES LTD
 Architecture: Planning
 Urban Design
 Project: RESIDENTIAL DEVELOPMENT
 COURTTOWN, LITTLE ISLAND
 Co.CORK
 Engineering
 Landscaping
 Interior

Drawing Title: SITE STREET ELEVATIONS 1.0
 GENERAL ARRANGEMENT

Scale @ 1:	Drawn	Approved	Date
1:250	EOS	DOS	01.03.22
Job No:	10277	Drawing No:	10277-PL-020
		Rev:	B

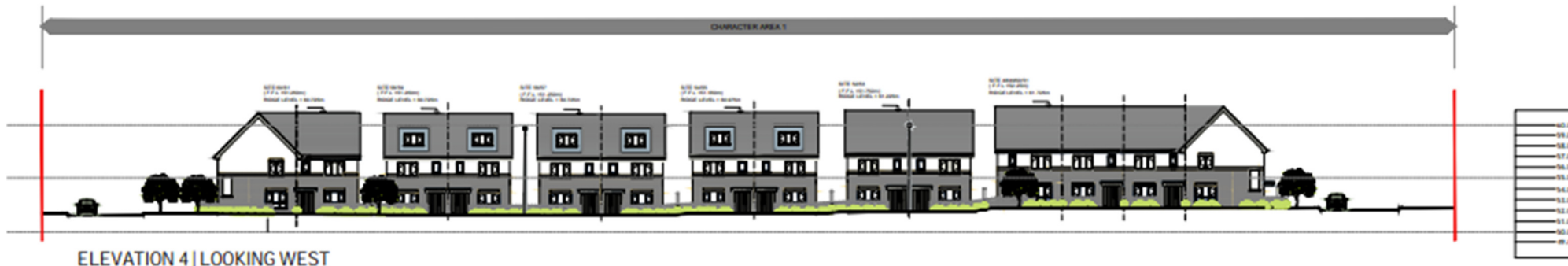
Issue Status:
 Information Preliminary Approval
 Construction Tender Planning

Site Sections Sheet 2, Character Area 1

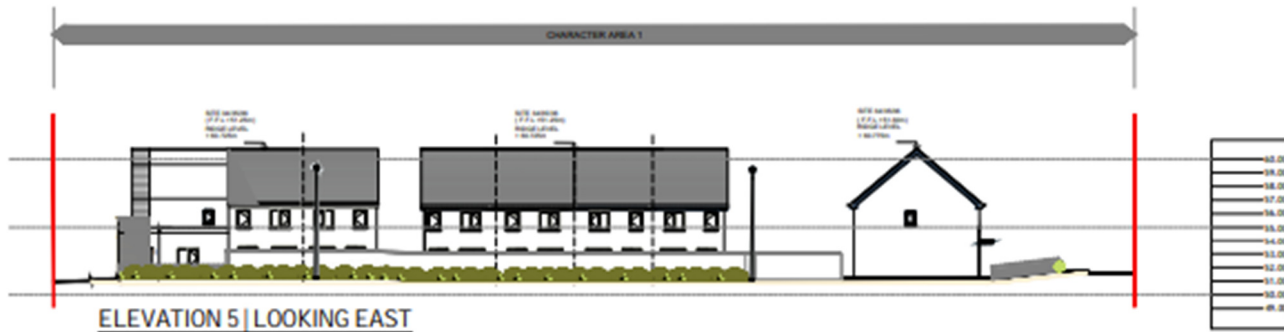
Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to Engenuiti Consulting Engineers. The copyright of the drawings and designs contained therein remains vested in the Shapen Limited vs Engenuiti Consulting Engineers.



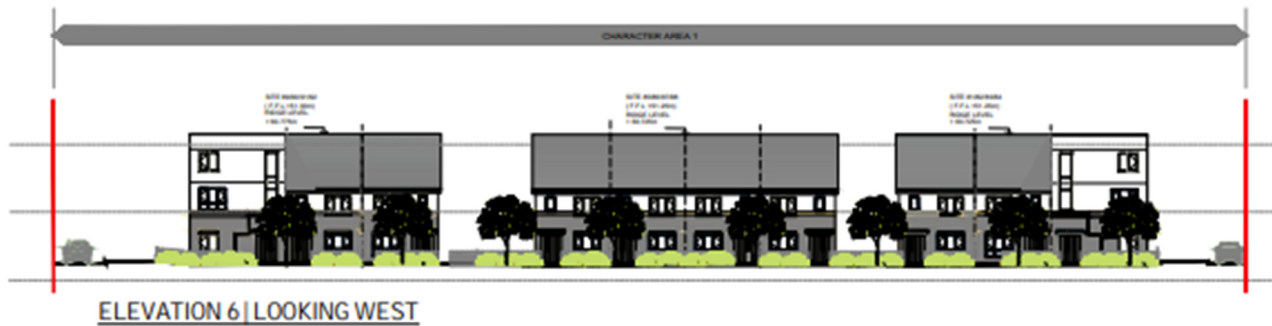
ELEVATION 3 | LOOKING NORTH



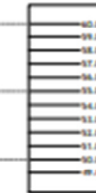
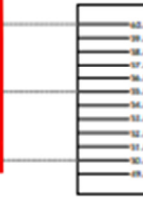
ELEVATION 4 | LOOKING WEST



ELEVATION 5 | LOOKING EAST



ELEVATION 6 | LOOKING WEST



KEY PLAN

LEGEND : STREET ELEVATIONS / SITE SECTIONS

All levels are in meters. Please refer to general site layout, engineering service drawings and reports for proposed road levels, site services & other engineering details & to Brady Shipman Martin consultants for site landscaping

B	31.03.23	ISSUED FOR PLANNING	EDS	DCS	DCS
A	17.05.24	ISSUED FOR PLANNING	EDS	DCS	DCS
Rev	Date	Amendment Details	Drawn	Chkd	App'd



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Client:
RUDEN HOMES LTD
Architecture
Planning
Urban Design

Project:
RESIDENTIAL DEVELOPMENT
COURTSTOWN, LITTLE ISLAND
Co.CORK
Engineering
Landscape
Interior

Drawing Title:
SITE STREET ELEVATIONS 2/3
GENERAL ARRANGEMENT

Scale:	Drawn:	Approved:	Date:
1:250	EDS	DCS	01.03.22

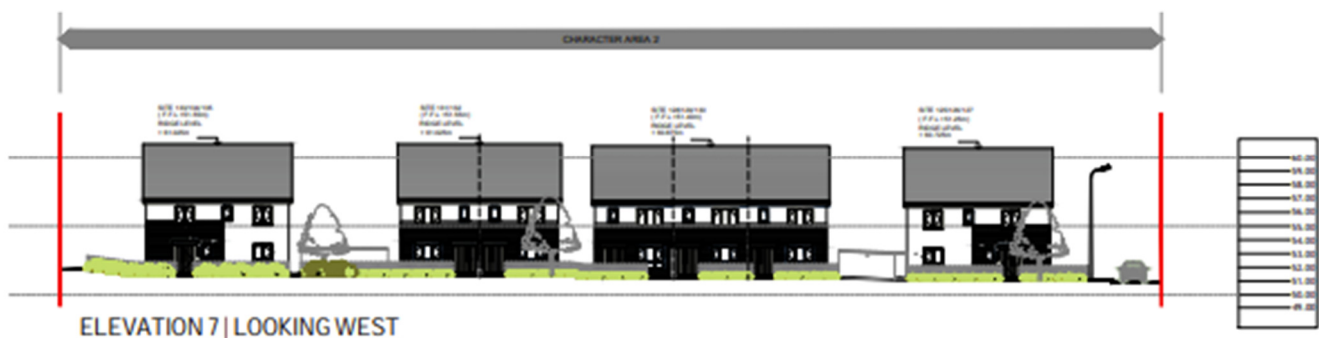
Job No:	Drawing No:	Rev:
10277	10277-PL-021	B

Issue Status:
Information Preliminary Approval
Construction Tender Planning

Site Sections Sheet 3, Character Area 2 & 3

Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to Engenuiti Consulting Engineers

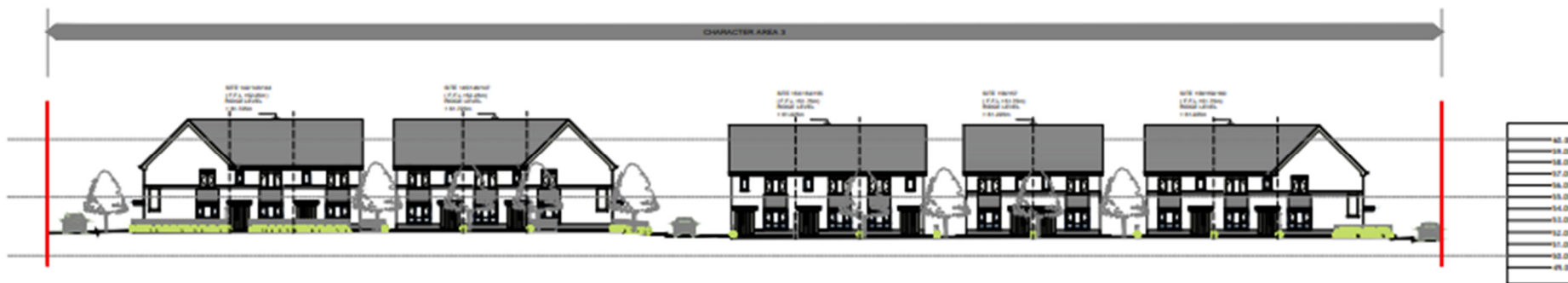
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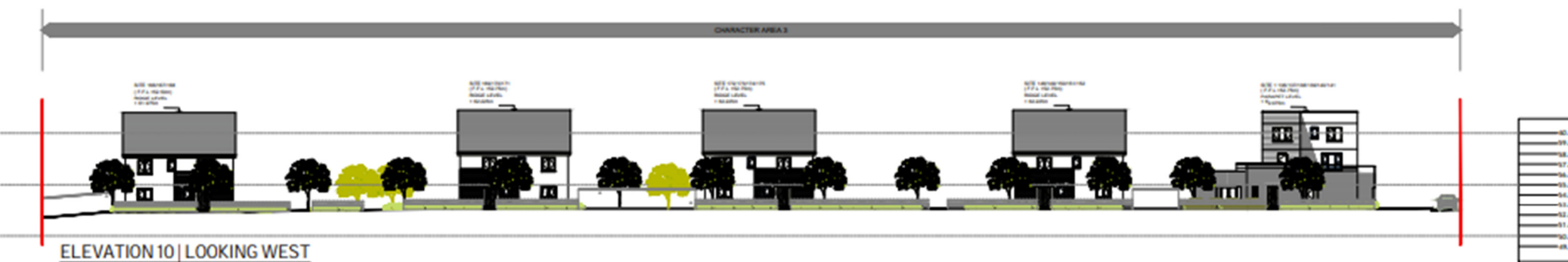
ELEVATION 7 | LOOKING WEST



ELEVATION 8 | LOOKING WEST



ELEVATION 9 | LOOKING EAST



ELEVATION 10 | LOOKING WEST



KEY PLAN

LEGEND : STREET ELEVATIONS / SITE SECTIONS

All levels are in meters. Please refer to general site layouts, engineering service drawings and reports for proposed road levels, site services & other engineering details & to Brady Sheehan Martin submittals for site landscaping

Rev.	Date	Amendment Details	Drawn	CHKD	App'd
B	31.03.23	ISSUED FOR PLANNING	EOS	DOS	DOS
A	17.05.24	ISSUED FOR PLANNING	EOS	DOS	DOS



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Telephone: 051 262 0217 Email: info@engenuiti.com Website: www.engenuiti.com

Client: RUDEN HOMES LTD
Project: RESIDENTIAL DEVELOPMENT COURTSTOWN, LITTLE ISLAND Co.CORK

Drawing Title: SITE STREET ELEVATIONS 3/3 GENERAL ARRANGEMENT

Scale @ 01:	Drawn	Approved	Date
1:250	EOS	DOS	01.03.22

Job No:	Drawing No:	Rev:
10277	10277-PL-022	B

Issue Status: Information Preliminary Approval Construction Tender Planning

PUBLIC REALM

How safe, secure and enjoyable are the public areas?

Paved Surfaces and Roads Hierarchy

Street widths, parking spaces, and open spaces have been designed to ensure safe use of the scheme and all routes and open spaces are positioned to take advantage of overlooking and passive surveillance from dwellings and passing traffic.

All public spaces are well overlooked by surrounding development, particularly the open spaces, with age appropriate play areas spread throughout the scheme.

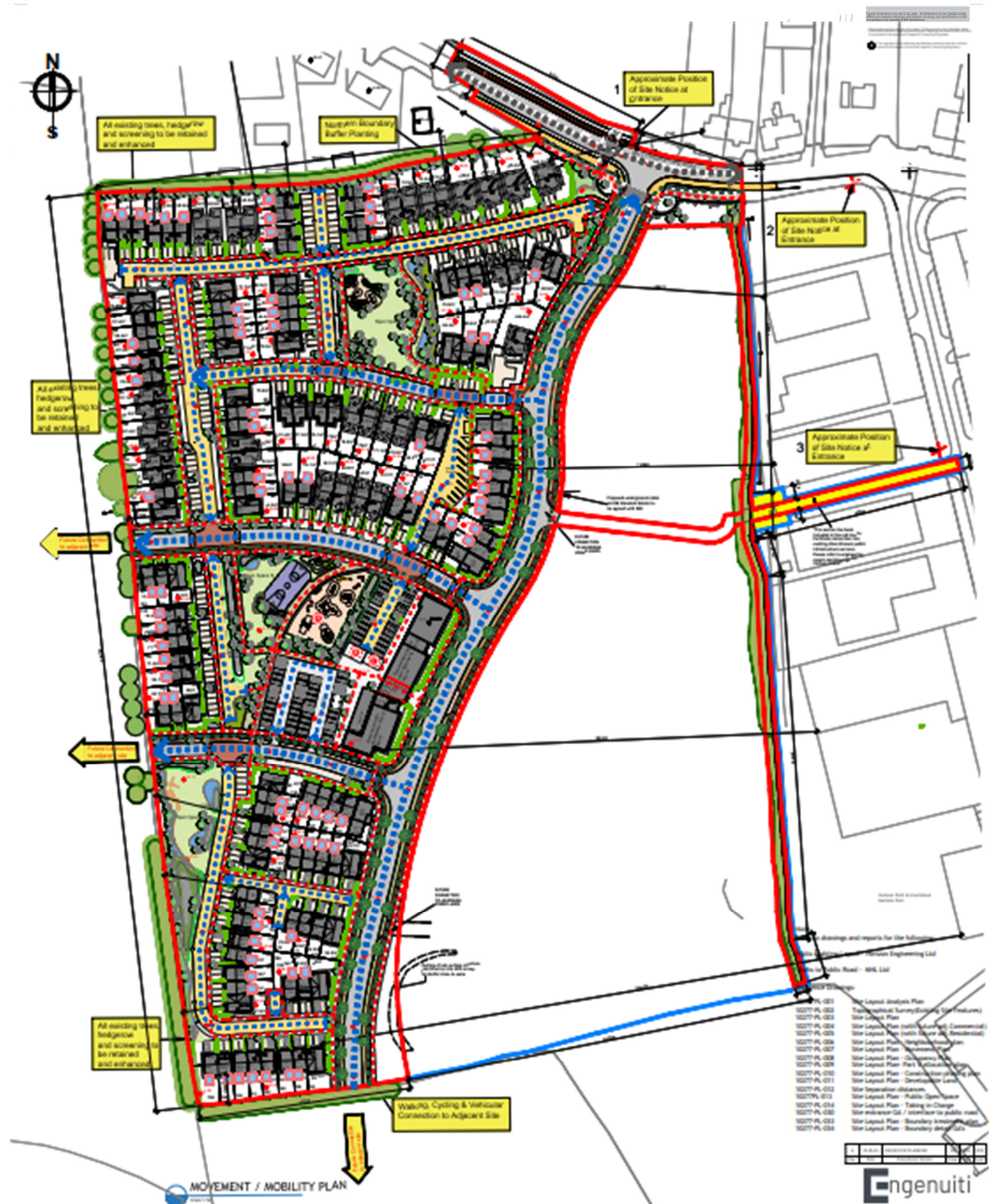
Full pedestrian and cycle permeability has been provided.

The public spaces within the development are all interlinked or overlapped and car access is relegated in favour of pedestrian priority zones. The larger open space will accommodate a formal multi use games area (MUGA) as well as an active play area and other open spaces will also have active play areas.

CGI of Proposed MUGA | PUBLIC REALM | PLAYGROUND (West)



CGI of Proposed PUBLIC REALM | SEATING | BICYCLE HUB (East)



REFER TO A0 DRAWINGS

Landscaping Design

For a full description of the landscaping proposal please see the landscaping design and report produced by Brady Shipman Martin accompanying this application.

The overriding design intention is to create an inclusive and coherent new community based on best practice urban planning principles, giving residents a sense of place, ownership and identity.

The design concept responds to the site's character:

- Retain good quality trees and hedgerows
- Create a number of quality public open spaces to provide a strong neighbourhood identity
- Form linear green buffer strips with boundary hedgerows and woodland areas.
- New housing to overlook open spaces to ensure passive surveillance of amenity areas
- Reinforce existing hedgerows with new tree planting

The landscape strategy is to;

- Retain and protect existing vegetation and reinforce them with new tree planting of semi-mature specification on where additional screening is beneficial, allowing the boundaries of the proposed development to be fringed with a combination of existing and new trees.
- Develop attractive and good quality walking and cycling connections within the site and to future circulation links.
- Provide high quality usable open space and provide attractive accessible play spaces
- Support and strengthen the character areas of the development with planting and boundary treatments
- Increase site biodiversity through the use of native and non-invasive adaptive planting, including landscape planting measures to protect and enhance pollinators as set out in the All Ireland National Pollinator Plan 2015, through the provision of pollinator friendly planting, wildflower meadow and shade tolerant planting under trees

The landscaped buffer will accommodate a new footpath / cycleway providing a physical barrier from the traffic on the proposed distributor road. It will also be overlooked for the whole length of the development.

The layout seeks to maximise the views from within the houses over the public spaces to provide passive supervision.

The Roads and parking areas are also an integral landscaped element of the public realm.

LEGEND:

EXISTING ELEMENTS:

- EXISTING BUILDINGS
- EXISTING TREES TO BE RETAINED AND PROTECTED
- EXISTING TREES AND VEGETATION TO BE REMOVED AS PART OF DEVELOPMENT

PROPOSED ELEMENTS:

SOFTSCAPE:

- PROPOSED COLUMNAR NON-INVASIVE TREE PLANTING ALONG ROADS
- PROPOSED NATIVE TREE PLANTING IN PUBLIC OPEN SPACES
- PROPOSED NATIVE HEDGEROW PLANTING TO BOUNDARIES
- PROPOSED LOW HEDGE PLANTING TO FRONT GARDENS
- PROPOSED SHRUB PLANTING
- PROPOSED CLIMBER PLANTING
- PROPOSED BIOSWALE PLANTING TYPE 1
- PROPOSED BIOSWALE PLANTING TYPE 2
- PROPOSED WILDFLOWER GRASSLAND
- PROPOSED LIGHTING 10M RADIUS (NO LARGE SPREADING TREE PLANTING WITHIN TEN METERS LONGITUDINALLY OF PROPOSED LIGHTING SCHEME.)

NOTE:
 REFER TO DRAWING 6815-302 FOR FULL PLANTING SCHEDULE
 PLEASE REFER TO ENGINEER'S DRAWINGS FOR SURFACE TREATMENT AND SHARED SURFACE LOCATION.
 SHARED SURFACE TYPICAL DETAIL, REFER TO LANDSCAPE DESIGN REPORT
 REFER TO ARCHITECT'S DOCUMENTS FOR BOUNDARY TREATMENTS

- PROPOSED MEADOW PLANTING TO OPEN SPACES
- PROPOSED GRASS PLANTING TO PUBLIC OPEN SPACE
- PROPOSED PRIVATE GARDENS

HARDSCAPE:

- PROPOSED BRUSHED CONCRETE FOOTPATHS
- PROPOSED SELF COMPACTING GRAVEL PATHS IN GREEN SPACE
- PROPOSED CYCLE PATHS
- PROPOSED SILVER GREY BLOCK PAVING PATHS AROUND DWELLINGS
- PROPOSED PLAY AREA
- PROPOSED HOMEZONE STREET CARRIAGEWAY IN BUFF COLOUR SURFACE FINISH
- PROPOSED MOUNDING
- PROPOSED STONE WALL AT NEW PEDESTRIAN AND VEHICULAR ENTRANCE
- PROPOSED POROUS CONCRETE BLOCK PAVING IN PARKING BAYS
- PROPOSED IMPRINTED RED CONCRETE RAISED TABLE AT JUNCTIONS
- PROPOSED SILVER GREY CONCRETE SETT VERGE TO EDGE OF PARKING AREAS
- RUMBLE STRIPS IN SILVER GREY GRANITE SETTS TO ENGINEER'S SPECIFICATIONS.



FULL LANDSCAPING DESIGN AND REPORT BY BRADY SHIPMAN MARTIN

REFER TO A0 DRAWINGS

Entrance and Boundary Treatments

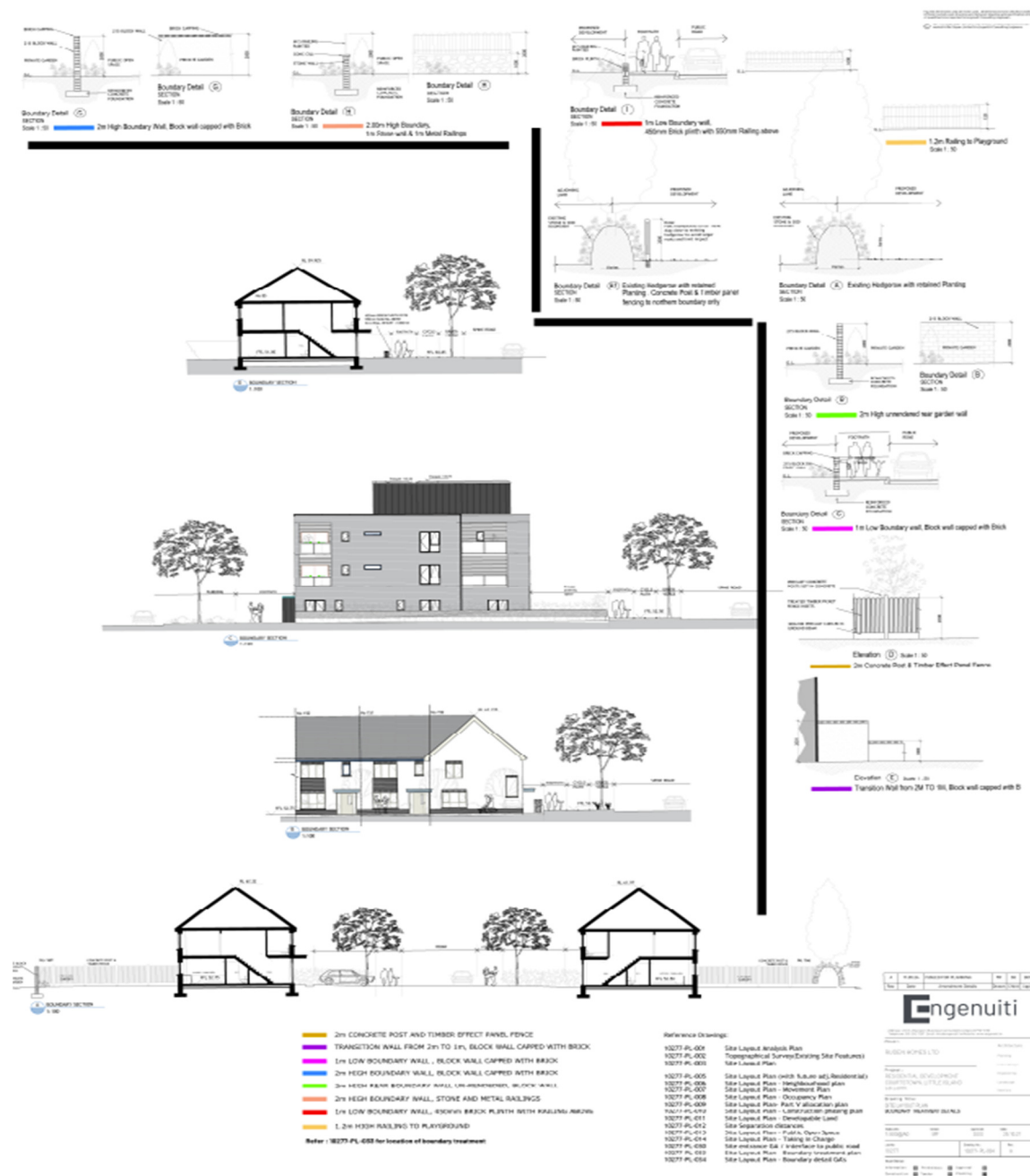
Boundary treatment wall finishes will be of smooth plaster finish with the roadside capping picked out in brickwork. The brick choice will match character area material palettes.

Walls to the front of dwellings on the public road side will be not greater than 1m in height.

The rear subdivision site partitions will consist of a post and panel 2m high fence that will provide both privacy and security for the rear gardens.

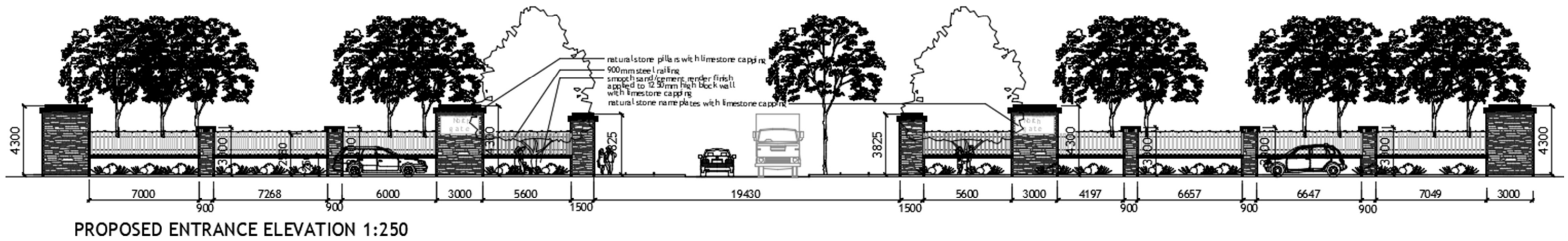
The walls immediately adjacent to a dwelling house will be built in blockwork and have a smooth plaster finish.

It is proposed that a transition wall linking the 2m high section of block wall to the front lower 1m high walls will be incorporated into the design and be stepped at 300mm intervals to provide a graduated visual transition.



REFER TO A0 DRAWINGS

Entrance Design



The entrance and boundary walls from the Ballytrasna Park road will be constructed in natural stone and metal railing. It is proposed that these will mark out the boundary between the existing road and the new construction. Signage built into the piers will be used to indicate the address of the adjacent portion of the development and will assist in creating a sense of place and help in wayfinding.

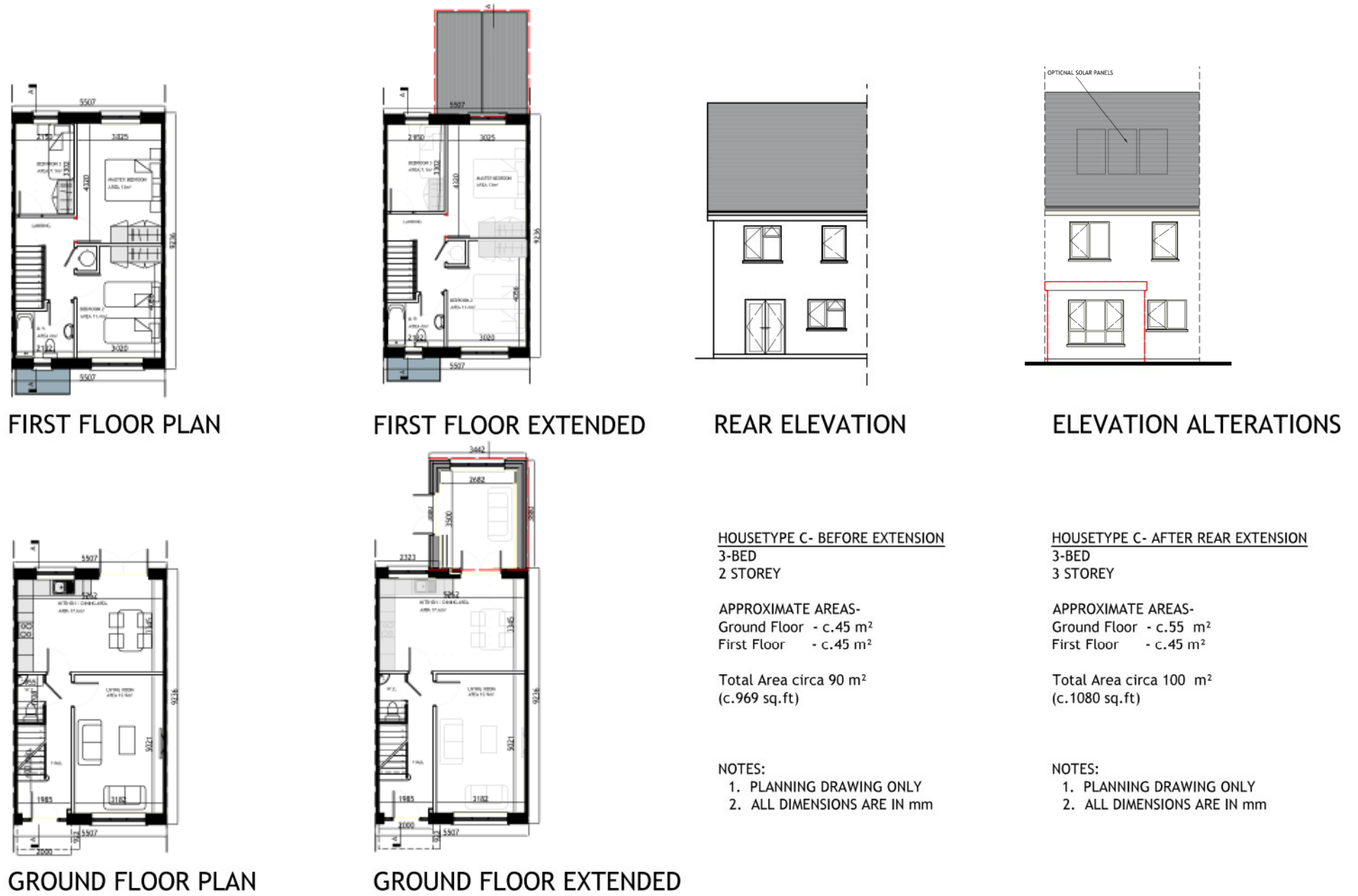
ADAPTABILITY

Potential Extension to rear of C Type houses (C1, C2, C3, C5)

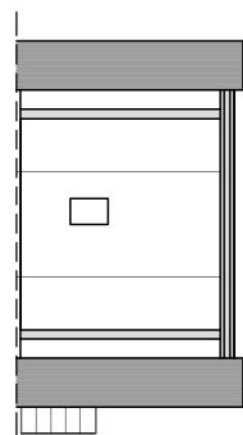
How will the buildings cope with change?

All houses have been designed to meet the requirements of 'Quality Housing for Sustainable Communities' and each house will be adaptable. Most unit types will be capable of having an extension added to the rear or to have the attic spaces capable of conversion by the householders should this prove desirable.

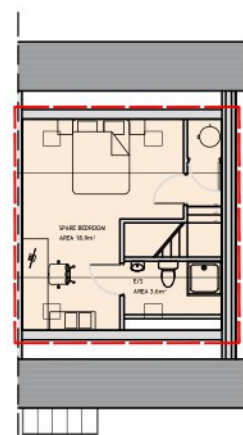
Each house type has been designed to ensure maximum energy efficiency, and will comply with the proposed NZEB energy efficiency. This will be achieved through maximising passive solar gains, highly insulated building fabric, high-quality windows, excellent airtightness, and appropriate heating systems (such as air-to-water heat pumps, PV arrays etc).



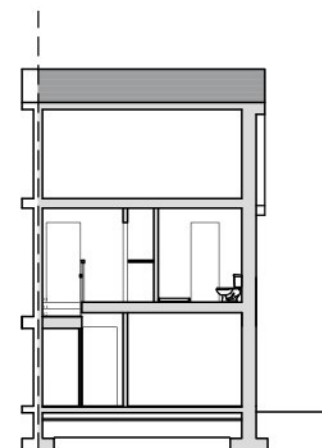
Potential Extension to into Attic of C-Type houses (C1, C2, C5)



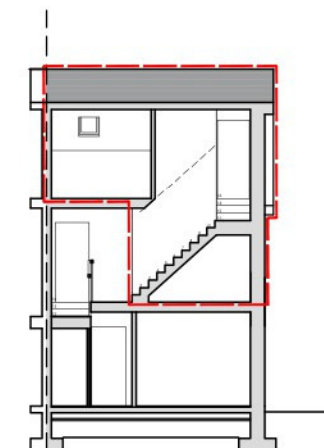
ATTIC PLAN



ATTIC CONVERSION



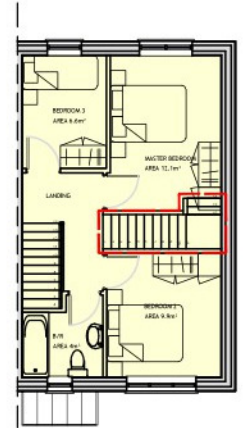
SECTION



SECTION WITH CONVERSION



FIRST FLOOR PLAN



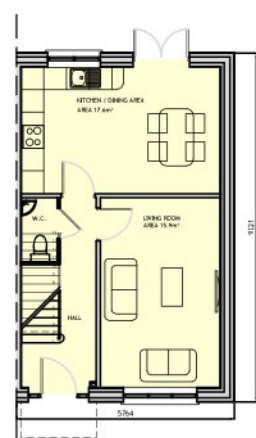
FIRST FLOOR PLAN
ALTERATIONS



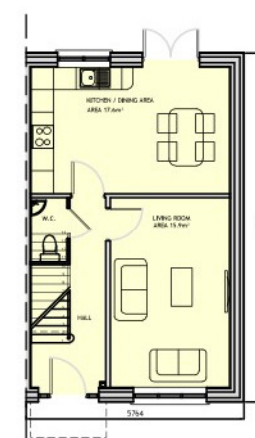
FRONT ELEVATION



ELEVATION ALTERATIONS



GROUND FLOOR PLAN



GROUND FLOOR UNCHANGED

HOUSETYPE C5- BEFORE CONVERSION
3-BED
2 STOREY

APPROXIMATE AREAS-
Ground Floor - c.45 m²
First Floor - c.45 m²

Total Area circa 90 m²
(c.969 sq.ft)

NOTES:
1. PLANNING DRAWING ONLY
2. ALL DIMENSIONS ARE IN mm

HOUSETYPE C5- AFTER ATTIC CONVERSION
3-BED
3 STOREY

APPROXIMATE AREAS-
Ground Floor - c.45 m²
First Floor - c.45 m²
Second Floor - c.29.6 m²

Total Area circa 119.6 m²
(c.1287 sq.ft)

NOTES:
1. PLANNING DRAWING ONLY
2. ALL DIMENSIONS ARE IN mm

PRIVACY / AMENITY

How will the building provide a high quality amenity?

Each dwelling has an area of private open space comprising of rear gardens to houses and patios / balconies to apartments. The scheme has been laid out to prevent overlooking and recommended separation distances have been maintained. The apartment block is isolated from other housing stock with good separation and has its own separate provision for communal open space.

All public open spaces are easily accessible and are located in areas of lower traffic volumes. These will be safe supervised environments within easy reach of all residents.



3.12 Car Parking Compliance

Car parking facilities for the dwelling houses will be provided as per the Cork County Development plan appendix D, table 1a. All car parking spaces have been designed in accordance with recommendations as described in The Design Manual for Urban Roads and Streets (DMURS, 2019) and the Urban Design Manual: A Best Practice Guide Parts 1 & 2 (DoECLG,2009)

Houses:

Each dwelling house unit of 3 bedrooms or more will have 1.8 parking spaces to the front of the house. Car parking spaces will be a mix of both off-street and on-street parking as shown on the submitted site layout plan.

Communal Parking Courts:

The communal Parking Court design is consistent with the design suggested in Making places: A Design Guide for Residential Estate Development (CCC, 2011) diagram 142.

CRECHE

Car parking facilities for the creche will be provided as per the Cork County Development plan appendix D, table 1a. There will be a disabled parking space provided. There will be 1 space per 3 staff + 1 space per 10 children.

The TÚSLA Quality and Regulatory Framework for Pre-school services Regulation 11-staffing levels provides for minimum adult/child ratios as follows; 0-1 years, 1:3, 1-6 years, 1:5. We are proposing to cater for 8 children aged 0-1 years and 41 aged in the 1-6 year bracket. This gives us a requirement to provide for 12 adults staffing the creche at maximum capacity. (TÚSLA, Early Years Inspectorate, Quality and Regulatory Framework, 2018.)

This gives us a requirement of 4 spaces for 12 staff and 5 spaces for 49 children or 9 spaces in total.

Set-down

The creche parking area will have designated car parking spaces set out in front of it as a set-down area for people dropping off children. The creche will be busy at 9 A.M.

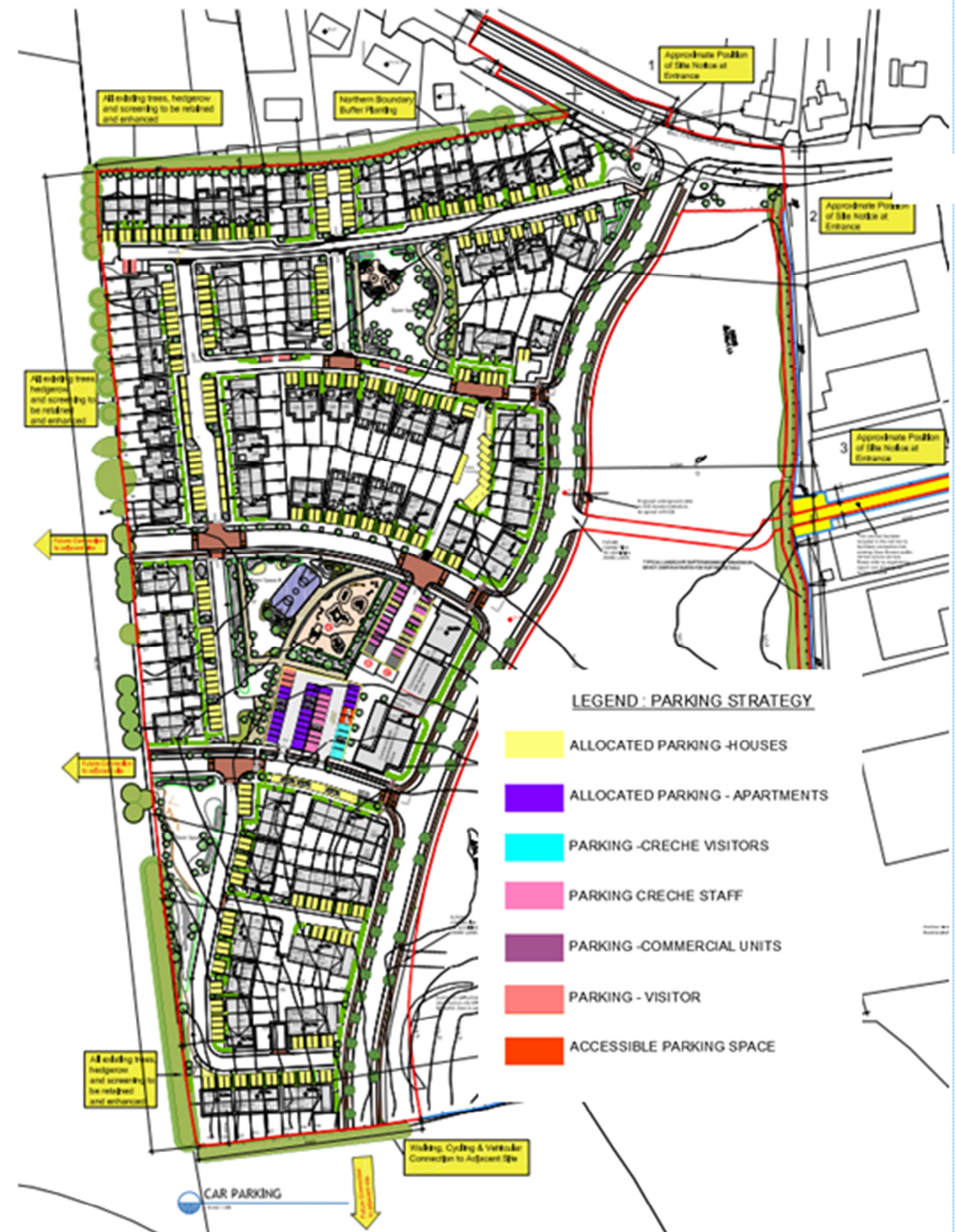
APARTMENTS

Car parking facilities for the Apartment Complex will be provided as per the Cork County Development plan appendix D, table 1a. There will be a disabled parking space provided. There will be 1.25 spaces provided per unit minimum. The parking spaces will be a minimum size of 5m x 2.4m which is in excess of the minimum dimensions recommended in CCDP,2022. Parking will be laid out at the front entrance of the building, rows will be separated by at least 6m to allow maneuvering in and out.

The total number of units is 20, therefore we have a requirement to provide 20 x 1.25 space or 25 spaces in total.

VISITOR PARKING-

Making places: A Design Guide for Residential Estate Development (CCC, 2011), published by Cork County Council 2011 on P 102 suggested that 'Visitor spaces should be located on or near the road frontage' and that 'a parking square may also accommodate a group of visitor parking spaces within the highway domain, as may a turning loop'. To facilitate the requirement for visitor parking, the accompanying parking plan shows appropriately sited spaces dispersed throughout the proposal. DMURS 2019 suggests that the provision of on-street visitors parking can help to eliminate poor parking behavior and contribute to proper Parking habits throughout the development.



DETAILED DESIGN

How well thought out is the building and landscape design

Materials Palette : Character Areas #1 & #3



Selected Concrete Roof Tiles



Selected Dash Finish (White Pebbledash)



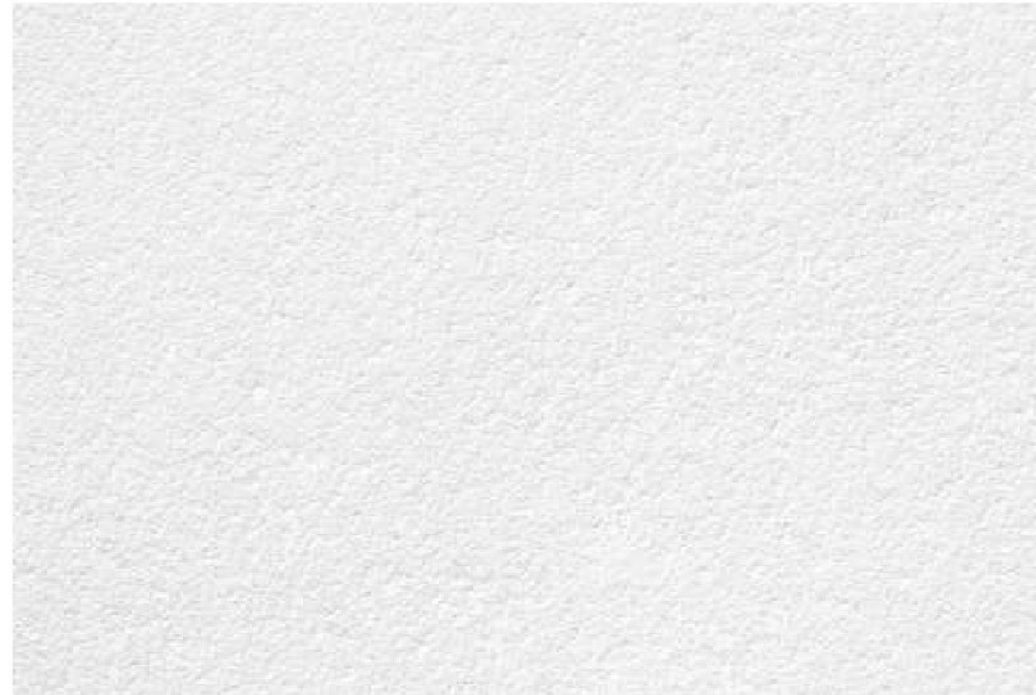
Selected Brick Finish
Mosa illustrated *
*Brick subject to availability



Materials Palette : Character Area #2



Selected Concrete Roof Tiles



Selected Textured Rendered Finish



Selected Brick Finish
Staffordshire Blue illustrated *
*Brick subject to availability



Prefabricated Zinc Dormer



Prefabricated Zinc Porch



uPVC Windows & Doors (Camden)